

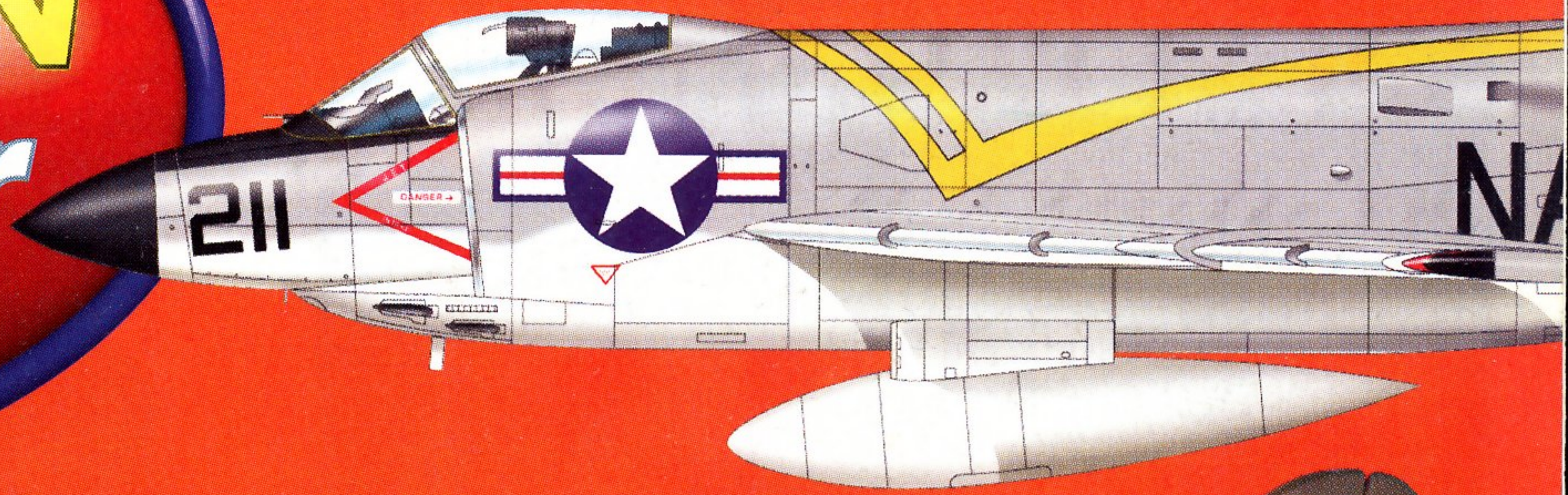
THE BEST SELLING AIRCRAFT MODELLING MAGAZINE!

Volume 4 Issue 5 May 1998 £2.25

Scale AVIATION Modeller International

Pirates' Delight

by Richard J. Caruana



Force 14!

by David Batt



Plus

Sketchpad
Colour & Marking
'98 Kit Listing
Show Reports
Advance Preview
Re-Issue Reviews

Accurate
Miniatures
Competition
Pg 322

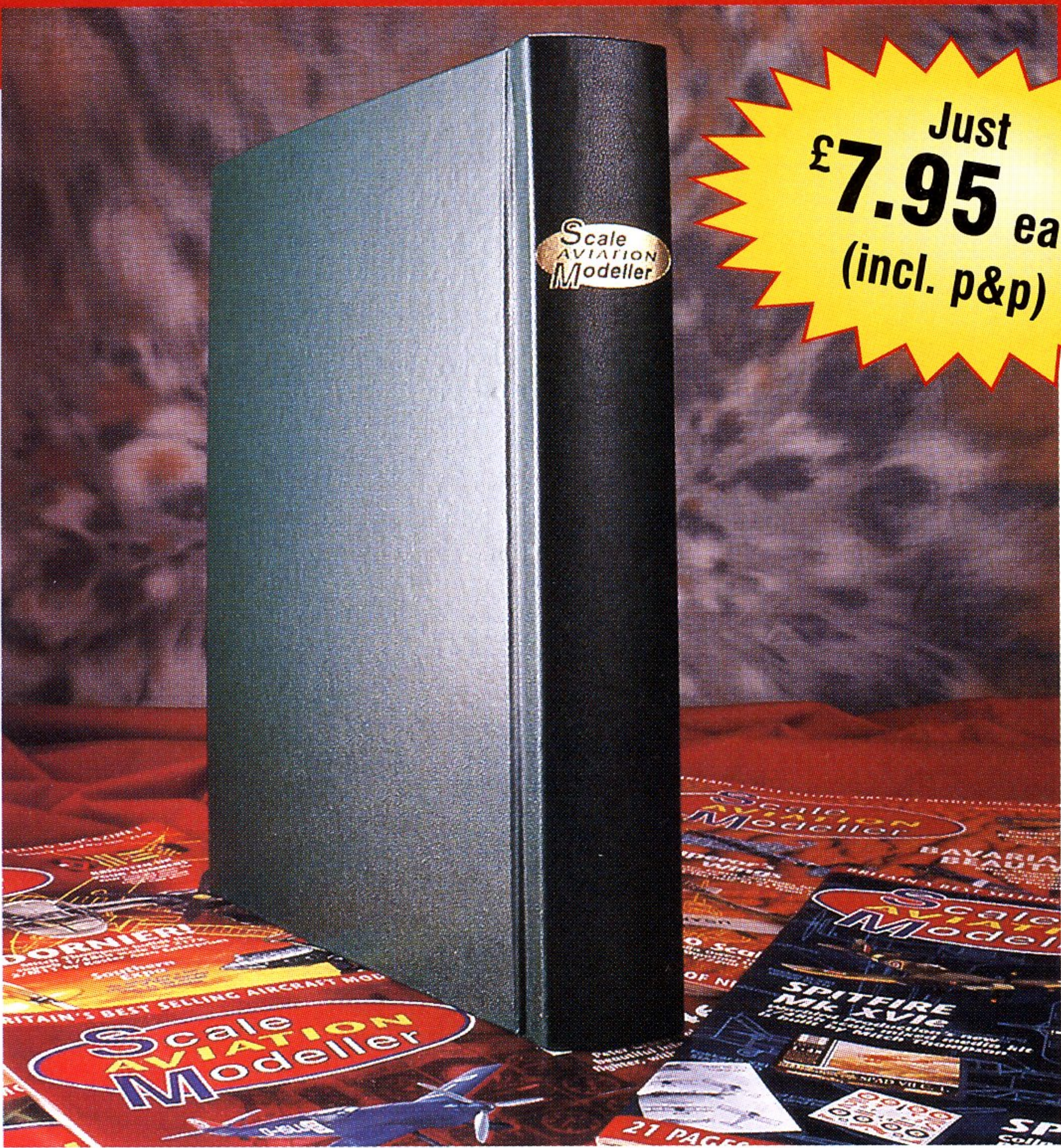
L.A.M.P.S.

by Colin Peck



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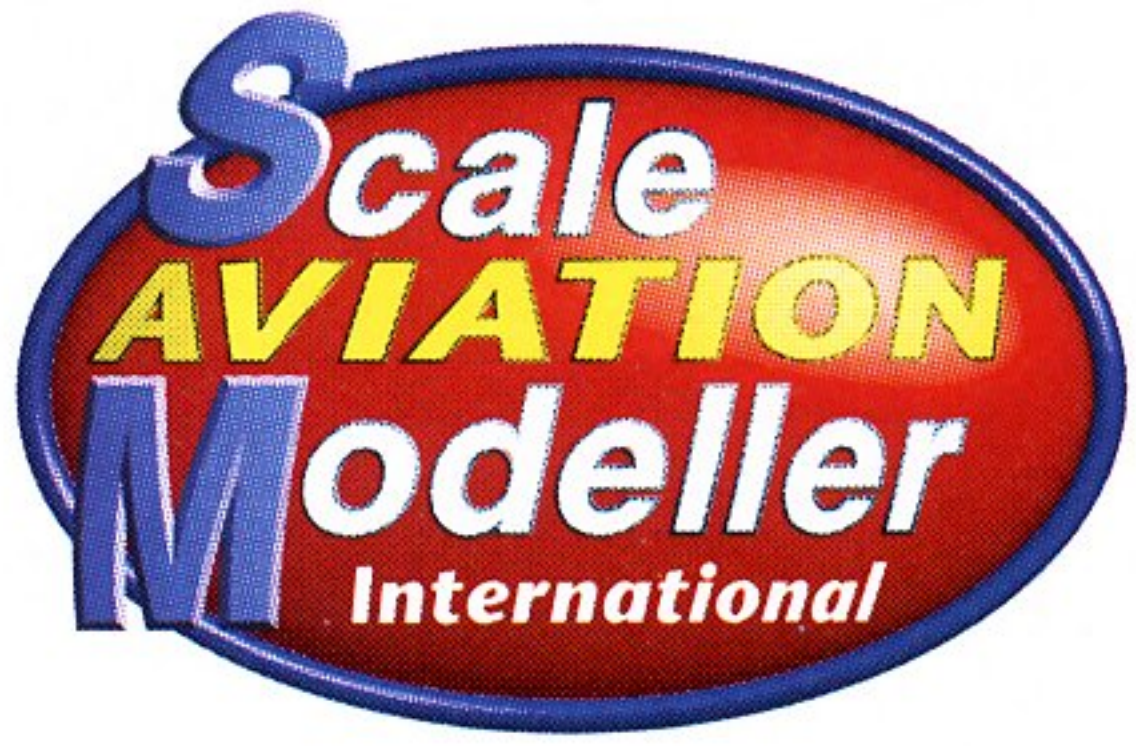
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Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. *Thank you.*

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Please note that the staff at DMZee/SAM Publications cannot help with general enquiries about contact details for companies, importers or model shops whose products may be mentioned in Scale Aviation Modeller International if the address information is not included with the review etc. Please check the advertisements in this journal for all suitable UK sources and only contact the firm directly if it is noted that there is 'no UK source'. We are sorry, but we cannot help with the details of companies which do not advertise in this magazine. *Thank you.*

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International

Editorial

Once again this month I will start with a word of thanks to all of you who have responded to my request for new Review Team members.

The team now stands at over 50, so we have a very broad spectrum of modellers to cover the ever-increasing number of kits we receive for review. Being a reviewer in any form of publication can, at first, be very daunting, but in time confidence grows and before long you become at ease with the whole system. Of course people's situations change and because all of our reviewers do it in their spare time, they sometimes find those 'spare' moments rapidly diminishing. With that situation in mind I would like to offer my own personal thanks to Mark Turner and Sydney Parker, who have been members of the team for quite a considerable time, but who have now decided to leave the team. We will see a couple more reviews from these two over the next few editions, but I am sure that you will all join me in sending our best wishes to them both for the future.

Putting this edition to bed just after the Southern Expo does mean that I have had my first modelling 'fix' of the year and I must say that the overall standard of the models I saw on display around the event was superb, as Steve Benstead said, just looking at them made you think 'I have got one of those kits at home, I must get it out of the loft and start making ...' It was that sort of event and the fact that the

event raised £3,000 for the local

hospice was just an added bonus. My personal thanks to all the team at the Expo for making it another enjoyable event.

Things have certainly hotted up for me over the last few months. Work on this magazine coupled with the new Modellers Datafile series have taken up nearly all of my spare time of late. I have hardly finished the new kitchen (1:1 scale modelling I like to call it!), and a computer power coupling failure has done little to make things easier. The feedback on the book is just overwhelming and I think we are onto a winner. To dispel any rumours the title is not a re-vamp of the four part article I did in 1996, all of the models have been remade and we have found so much more out about the Mossie, that I do not know if I can fit it into one book! Seriously I think that we are on-line to have the book with you for mid-May and work then will start on the next title. Some of you will already know what it is about, but for those who don't you will have to wait for the official announcement once the Mosquito title is launched.

Well, I can't sit here and type any longer, as I have Mosquitos calling and I really must get on and fit the kitchen sink (in the kitchen, not the Mosquito!)

Richard A. Franks

Editor

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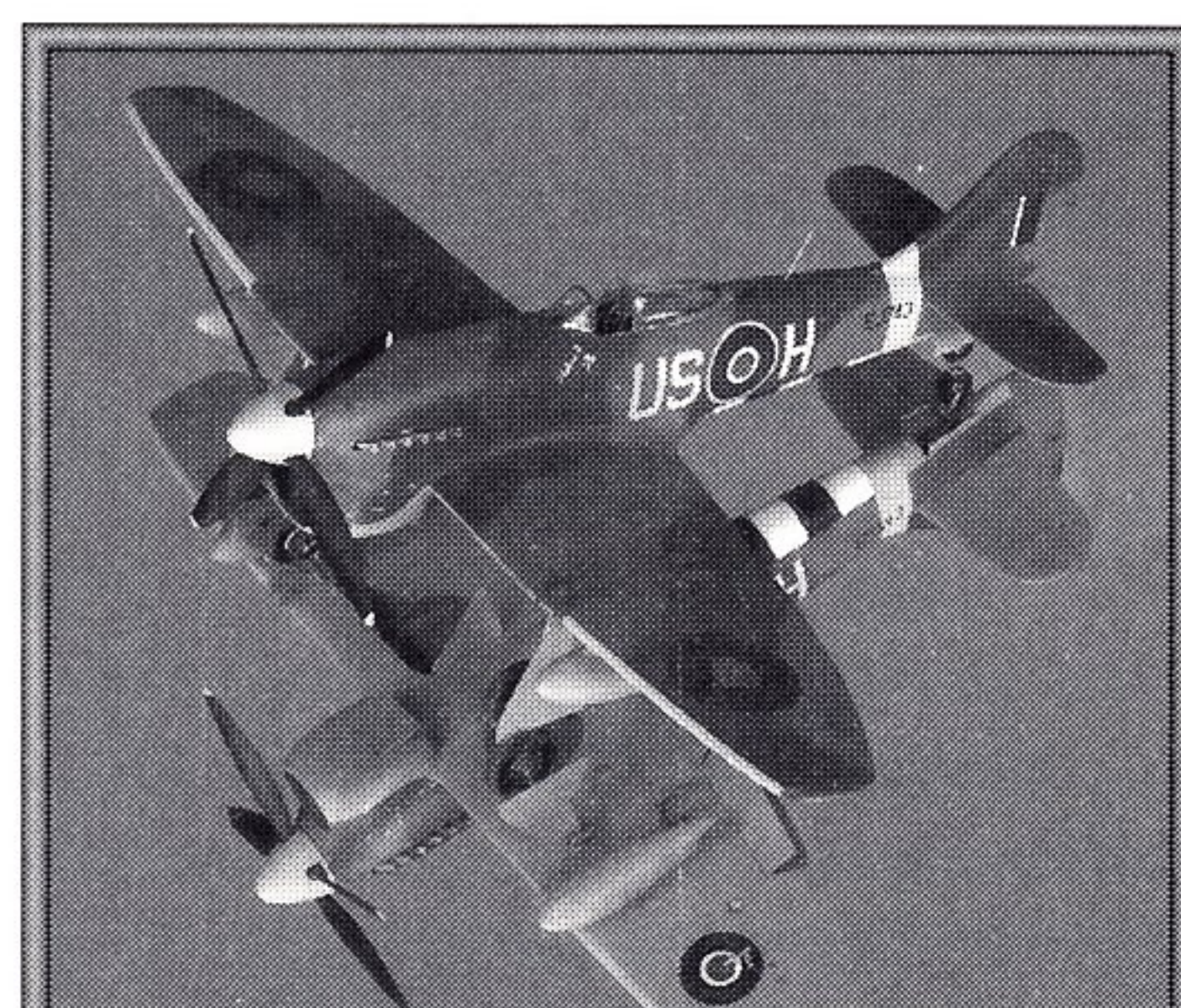
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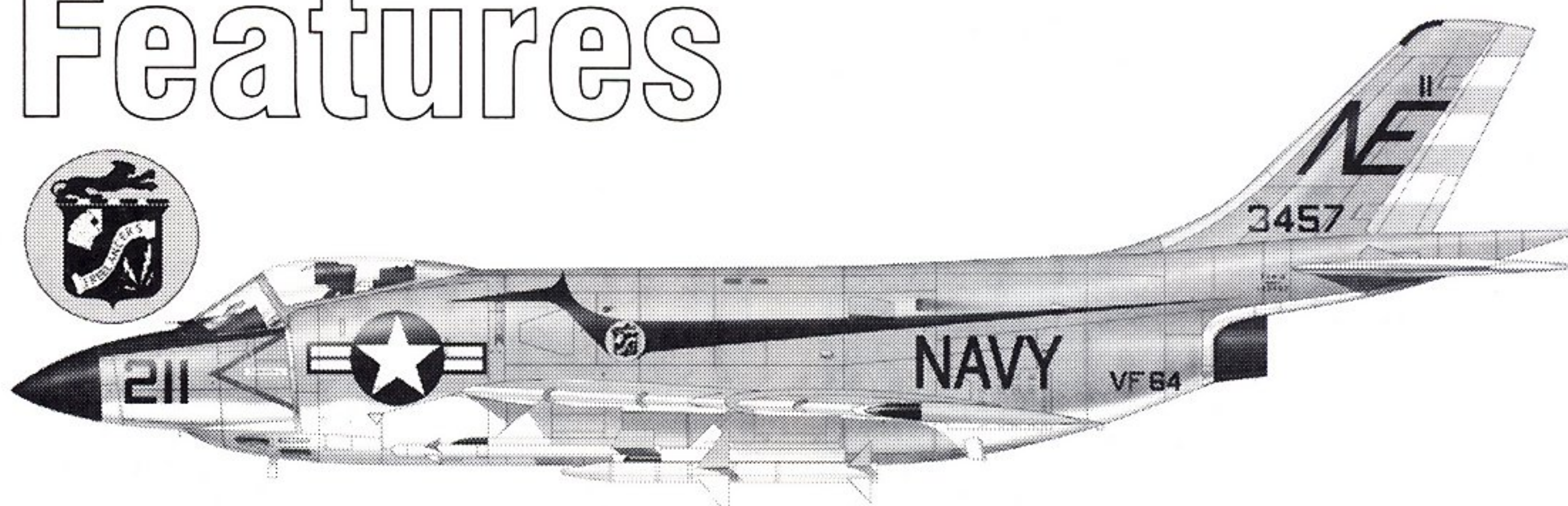
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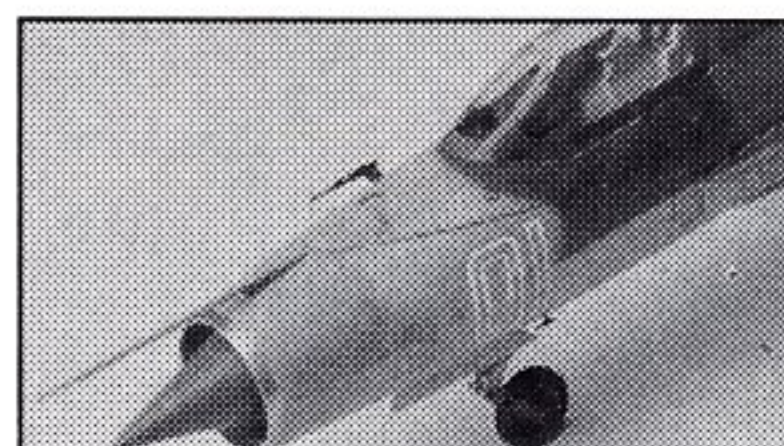
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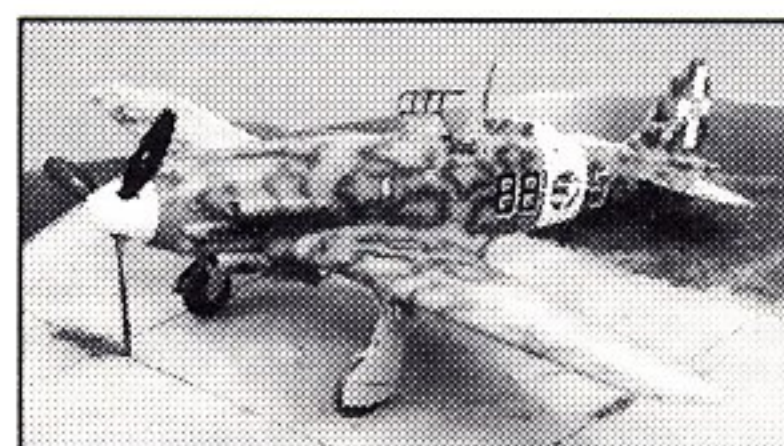
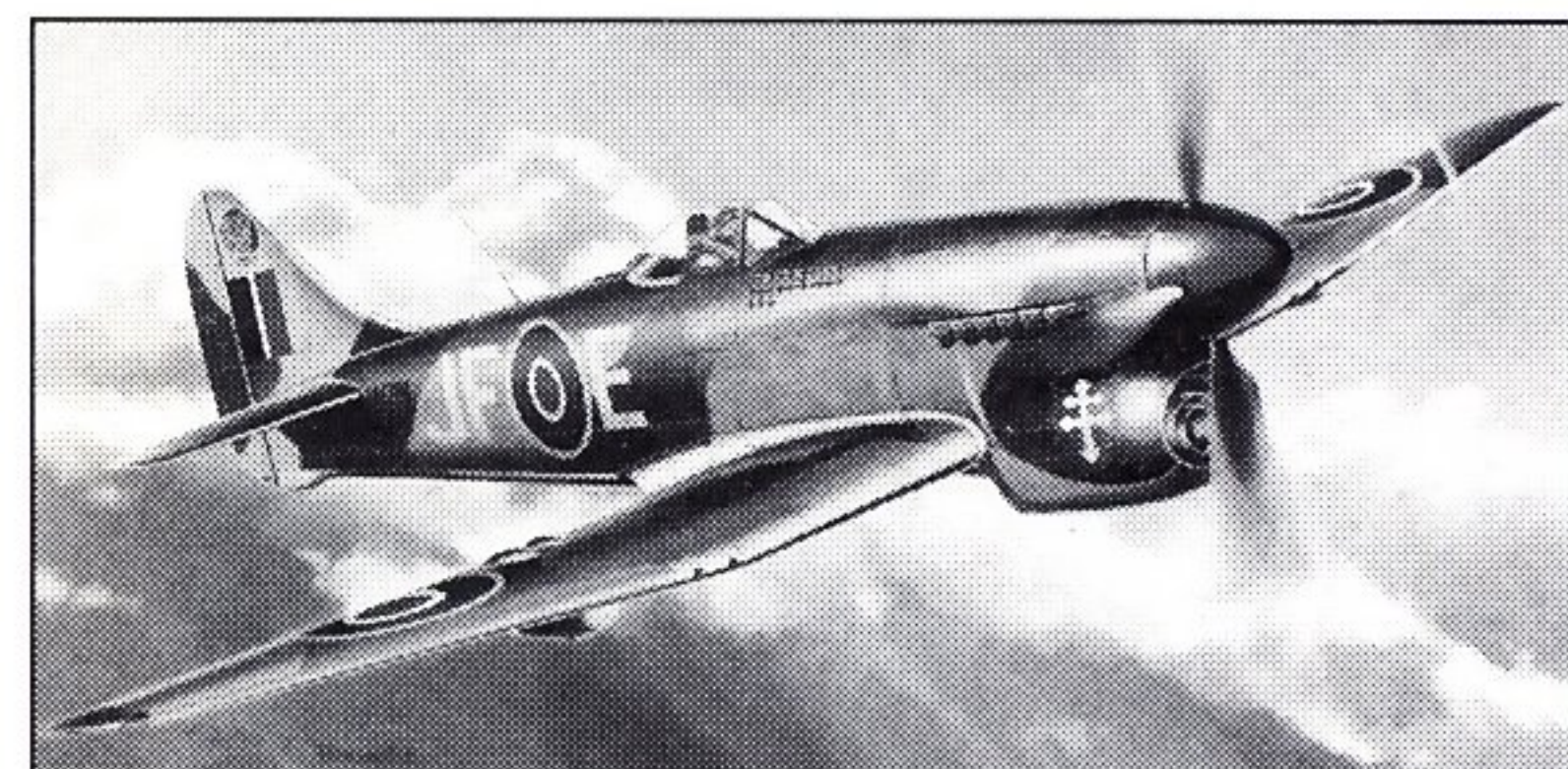


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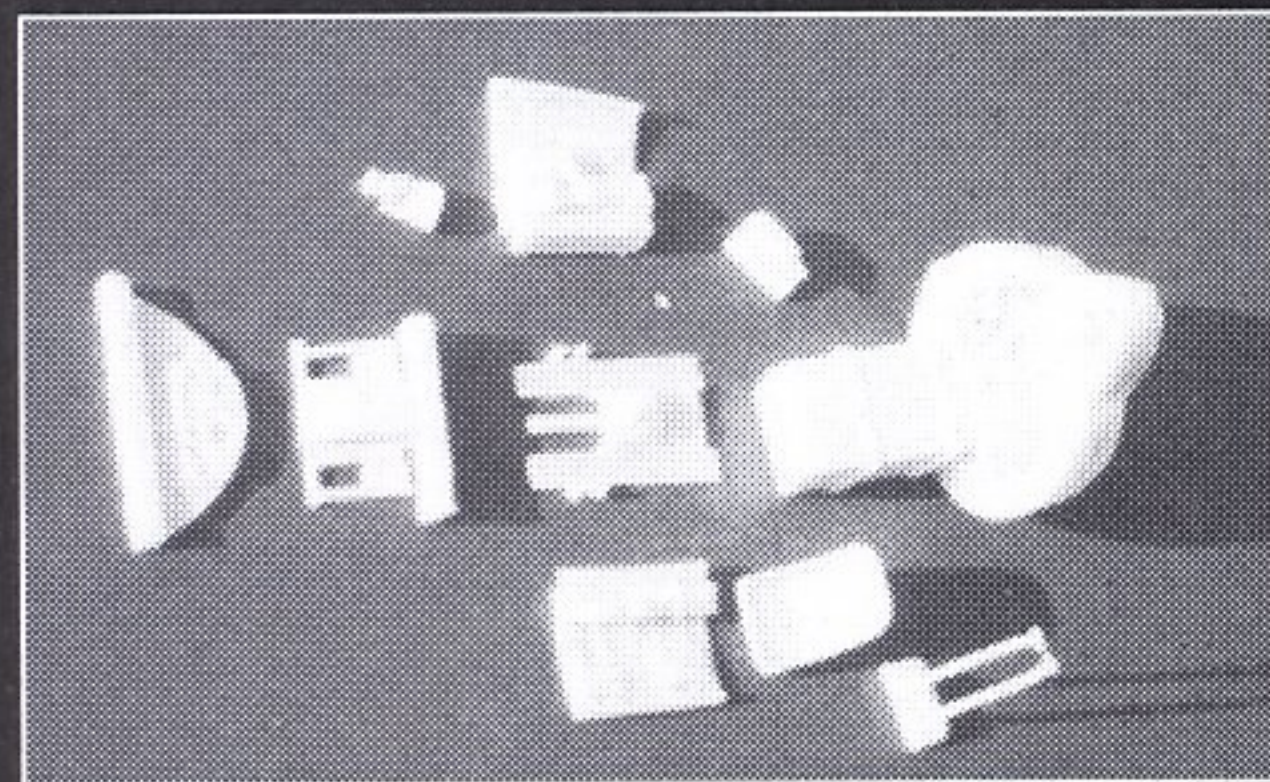


327... L.A.M.P.S

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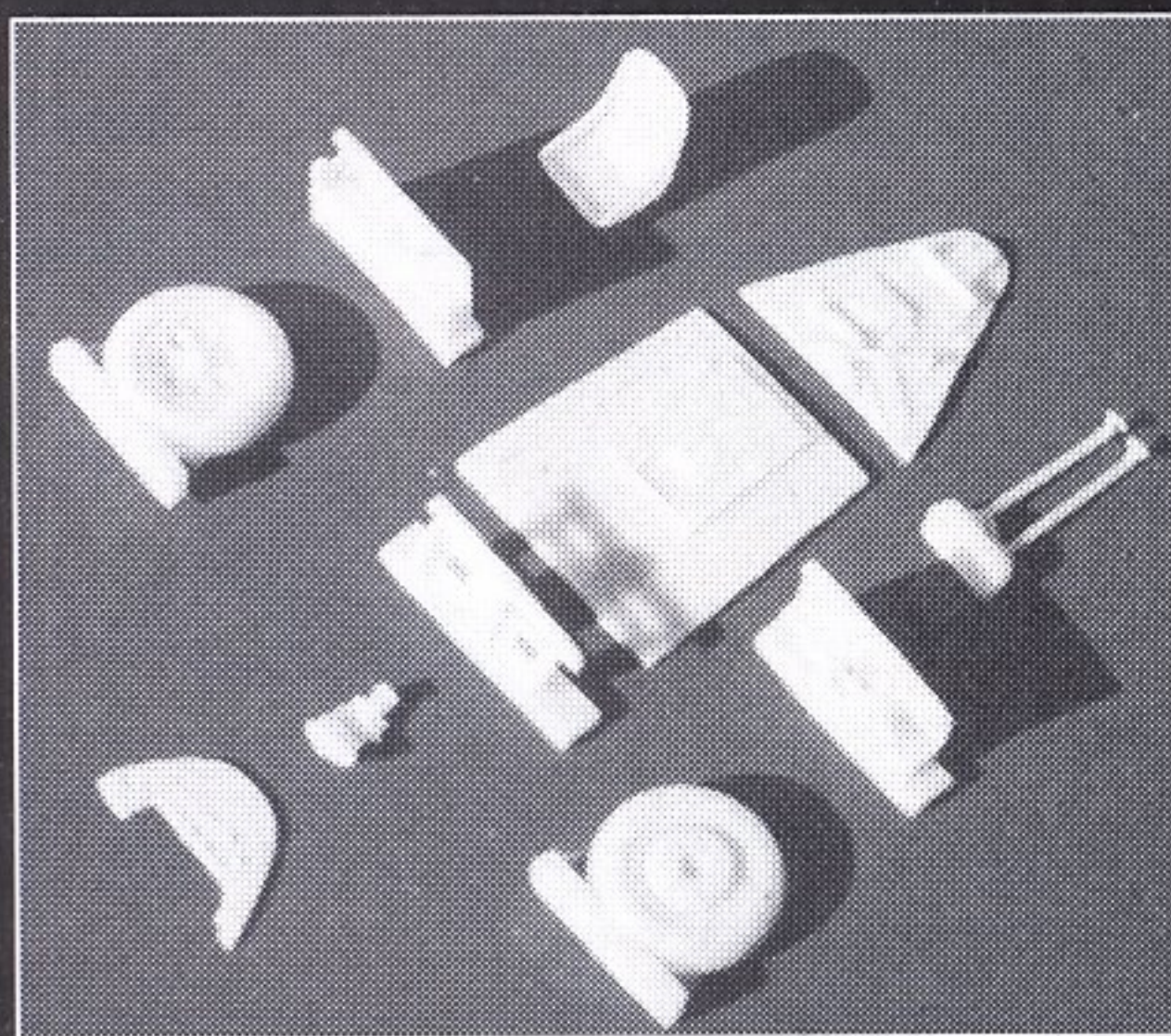
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Marine Air Products



1/32nd

Apart from the new He 177 update from this source in 1/48th scale, two new resin cockpit update sets have been released in this larger scale. The first is for the Revell Grumman F4F-4 Wildcat and this set comprises ten resin components and retails for \$32.00. The other set is also for a Grumman type, namely the F6F-5 Hellcat, and this set is designed for the Hasegawa kit. The set contains 12 resin parts and this includes a new set of main wheels and it retails for \$32.00 once again.



No UK source has been set up for MAP, so contact them at:
7111 West Indian School Road #126,
Phoenix, Arizona 85033, USA
Tel/Fax (602) 415 1171

Pegasus

1/72nd

The next kit due from this source, which should be available by the time these words are read, is the Albatros D.I/D.II. The kit is limited run injection moulded plastic with pewter (lead-free) alloy detail parts. Two decal options are included and the kit will be limited to 2,000 copies worldwide.



The UK price is £10.99 post free and they can be obtained through selected outlets or directly from Pegasus (see their advert elsewhere).

Italeri

1/72nd

The interesting news from this camp is with regard to their new Me 210 kit. Many had assumed that this kit was in fact the Bilek example, which is currently available. Well, forget what you may see elsewhere, there are no similarities between these two kits and the one from Italeri is all-new. The kit will feature over 90 pieces, with a full cockpit interior and bomb bay, as well as extended air brakes and the option to have the canopy open or closed. The kit is not due until July in the UK, but if I were you I would save your pennies and invest in one once they are available.

The other news from this source is that a totally new tooling of the Messerschmitt Me 410 is also due. This it is nearly ready apparently, and will share some common parts with the Me 210. It should comprise 100+ parts and options for the 50mm cannon armed version, a reconnaissance version or a heavy fighter version with either 20mm, 30mm or twin W.Gr.21 rocket tubes. The kit will also include 300 litre drop tanks

MPM



1/72nd

The most recent releases from this firm are the Nakajima Nikka and the Messerschmitt Me 163S. Each kit is limited run injection moulded plastic with etched detail parts. The company however has now decided to go away from the use of vac-formed canopies and these new kits feature injected canopies. I had a quick look at both recently, and they looked most commendably thin and clear.



1/48th

The new Focke Wulf Fw 190S and Focke Wulf Fw 189 have just been released in the UK. They both feature limited run injection moulded main components, but it was interesting to note that each came with the option of an injected or vac-form canopy.

Hi-Tech

1/48th

A new mixed media kit of the Dewoitine D.510 will be released by this source in 1998. The kit will be similar in contents to their P-63 kit, with limited run injection moulded main components, and etched, resin and metal detail parts, plus a vac-formed canopy and decals (possibly by AeroMaster).

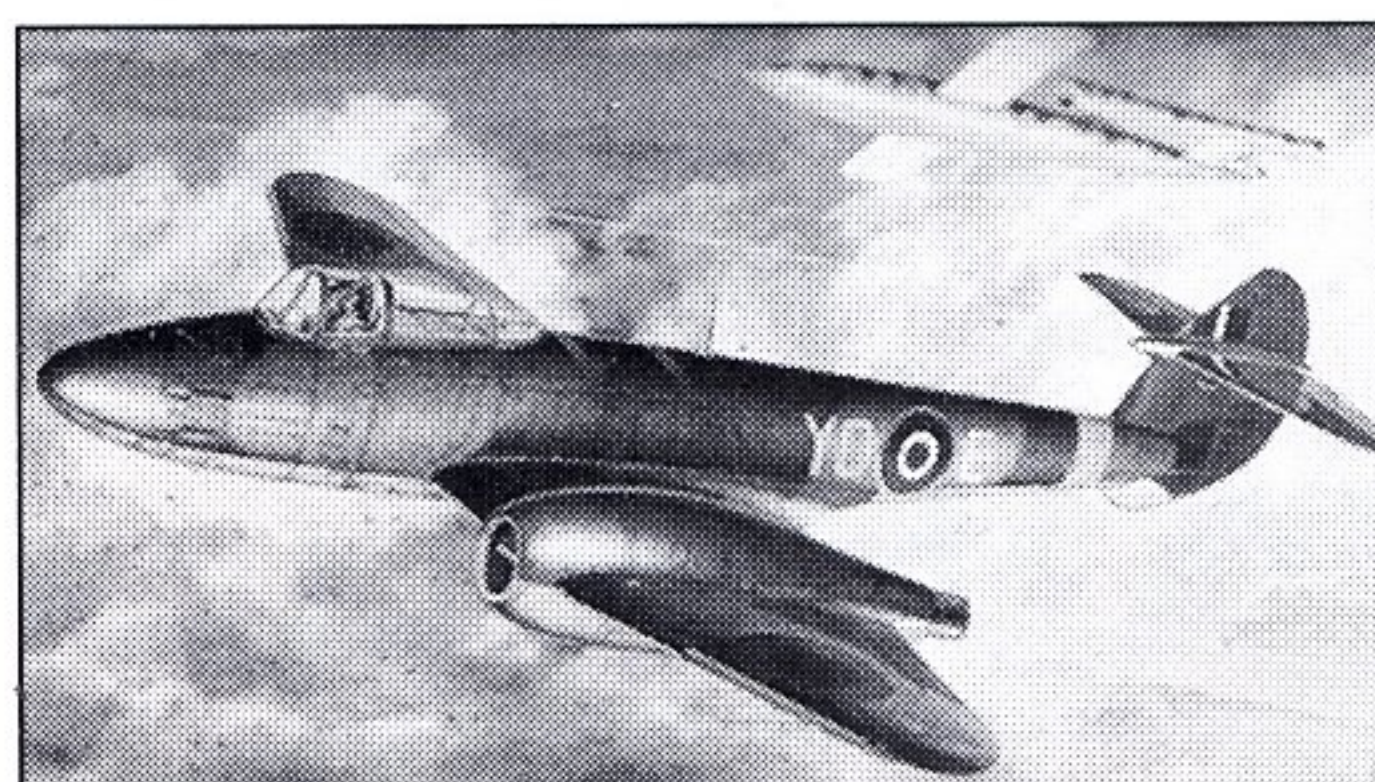
To date we have no confirmed release date or UK price for this product.

Sharkit

1/72nd

The most recent kit from this source is the Messerschmitt Me P.1106 'Rocket' project. The kit is resin with a vac-formed canopy and it retails for £16.00.

Tamiya



1/48th

Everyone who noted the comments we made about the air brakes on the Gloster Meteor Mk I from this source way back in July 1997 (See Vol 3 Iss 7 Page 438/9) may be interested to hear that Tamiya do take note of criticism, if it is founded in fact, and they have just revised this kit's mouldings. The most recent batch of the kits into the UK are revised, with the air brake holes filled in and the bulges on the underside now extended to the flap hinge line. There is no indication on the box that the tooling has been changed, the only way to tell is to look at the contents (if you can) or to look at the top and side views on the side of the box. If the air brakes are missing and the extended bulges are depicted, the kit is the revised version, if not, it's the old one.

Nice one Tamiya, and thanks for listening!

SMER

1/72nd

An injection moulded kit of the Il-2 with skis or wheels is due to be released soon. The kit will feature etched detail parts and should retail for £5.95. We are not sure on which tooling the kit is based, as there are a number of new examples on the market, or if the product is in fact a new tooling by SMER themselves.

CzechMaster

1/72nd

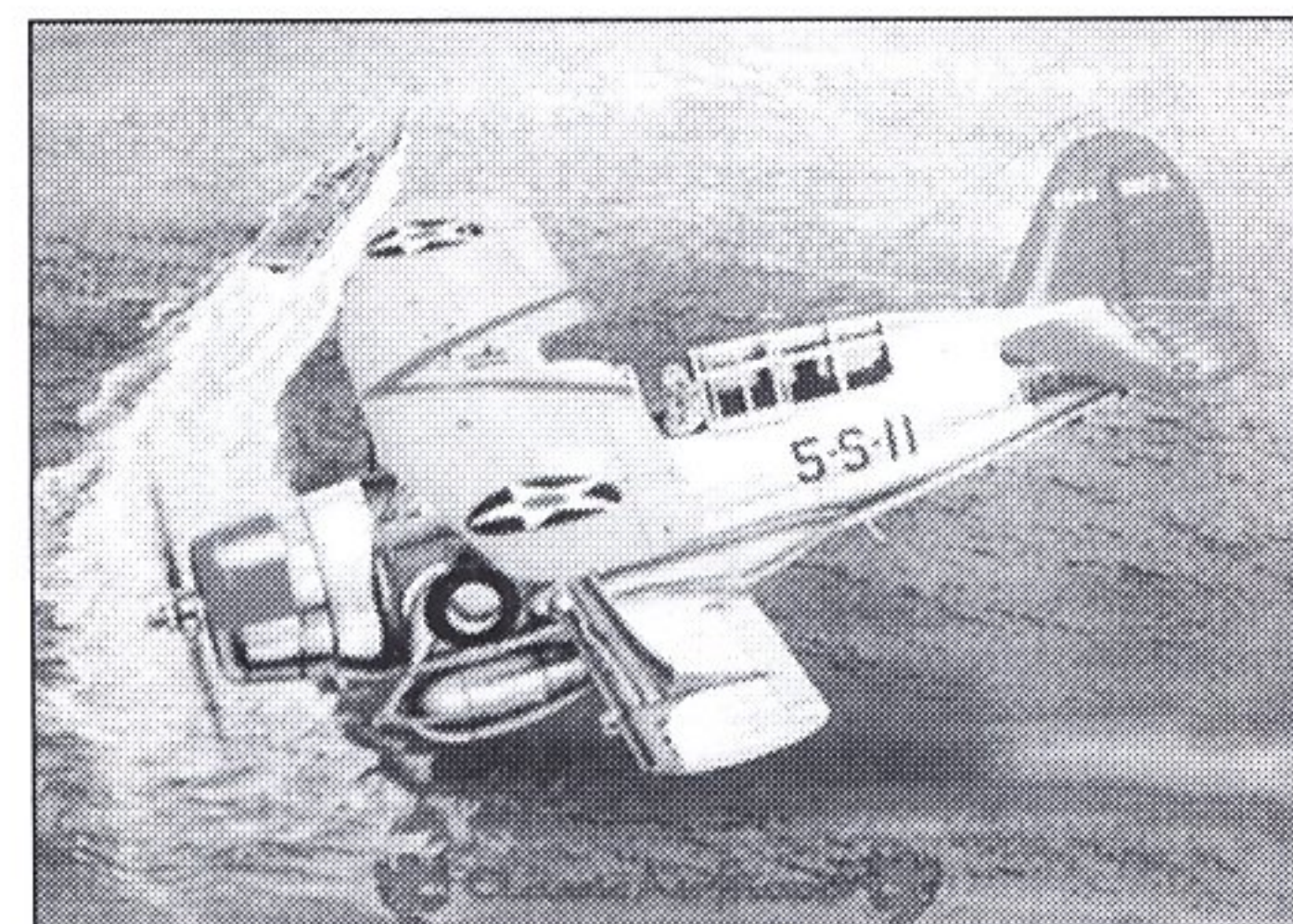
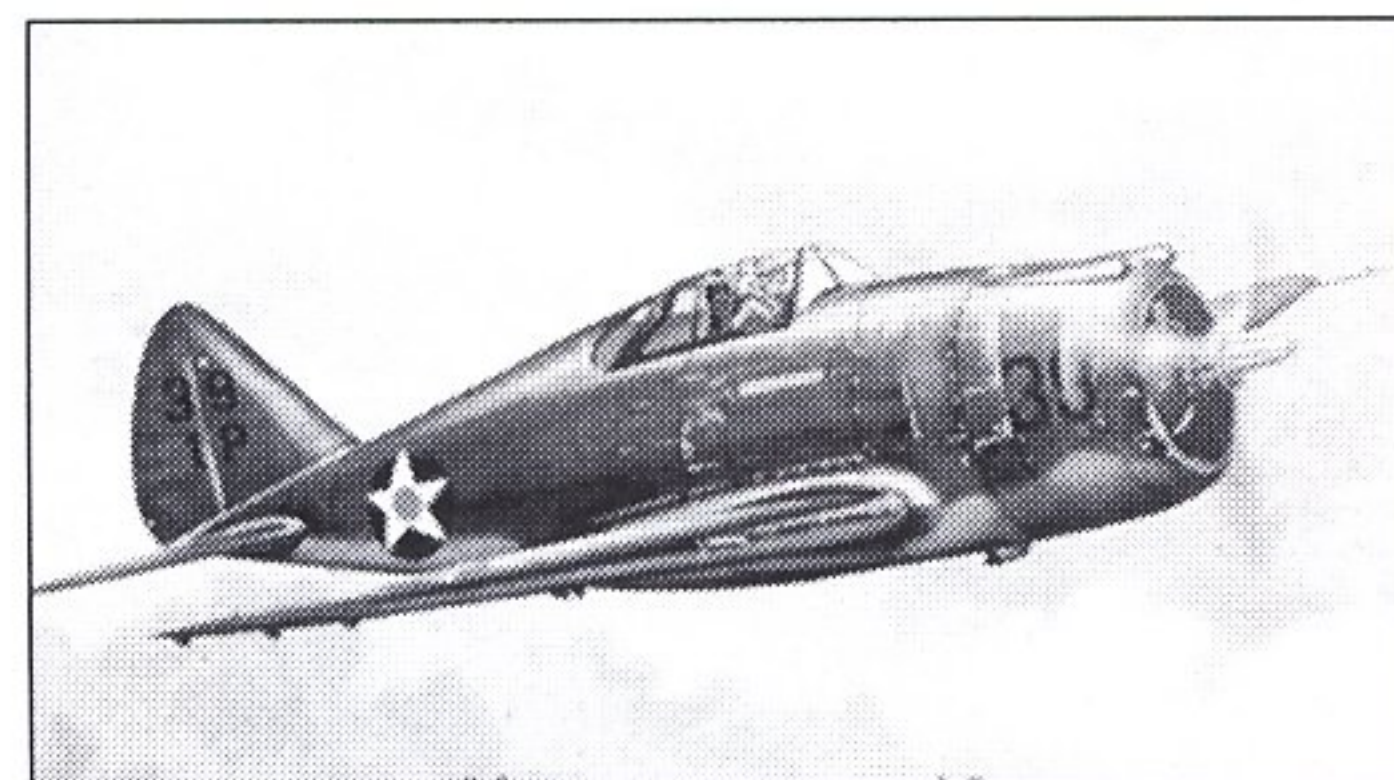
The next kits from this source will be the Vought TBY-1/TBY-2 Seawolf and the Martin AM-1 Mauler. We have no confirmed UK price or release date as yet though.

Red Hurricane

1/72nd

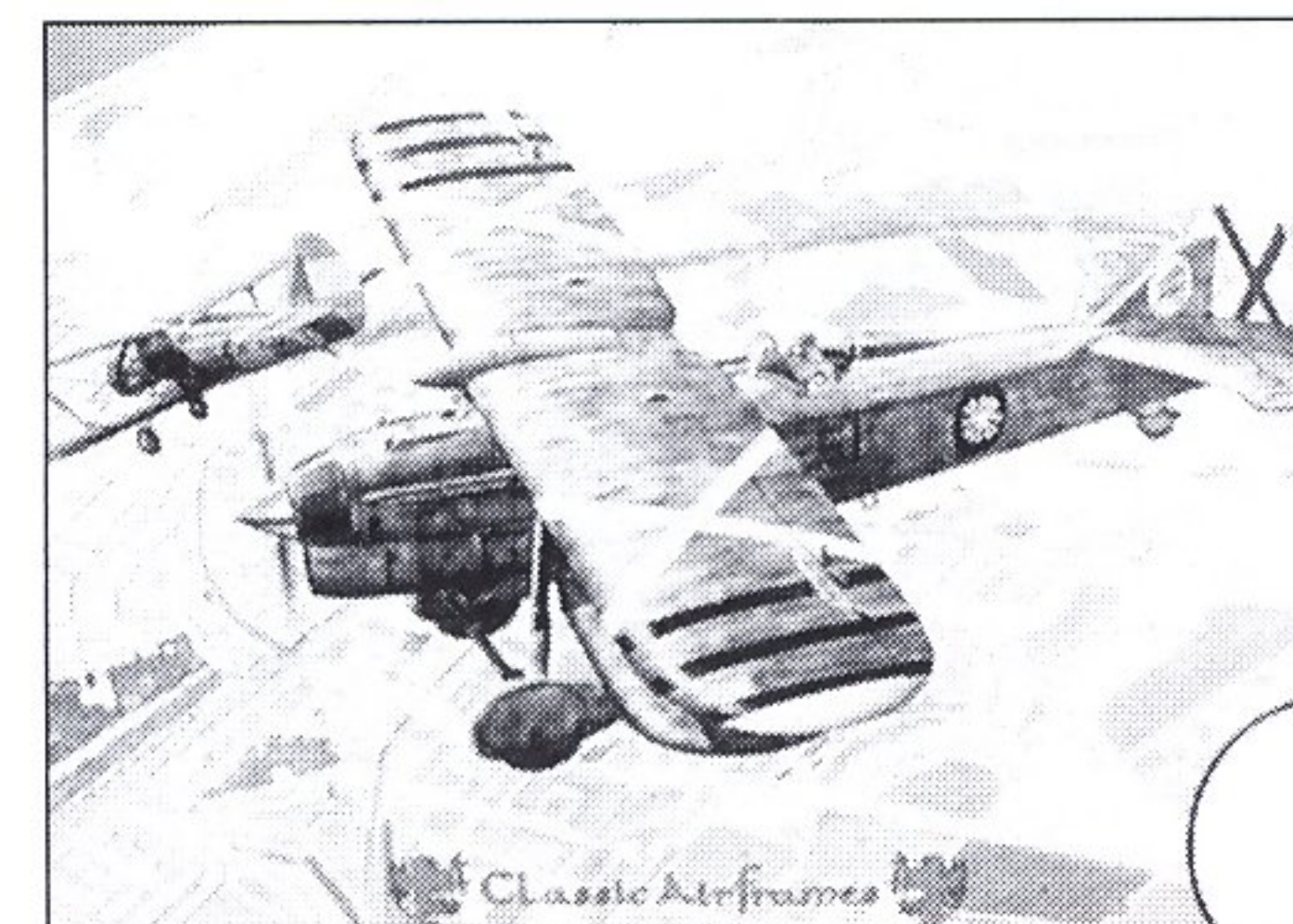
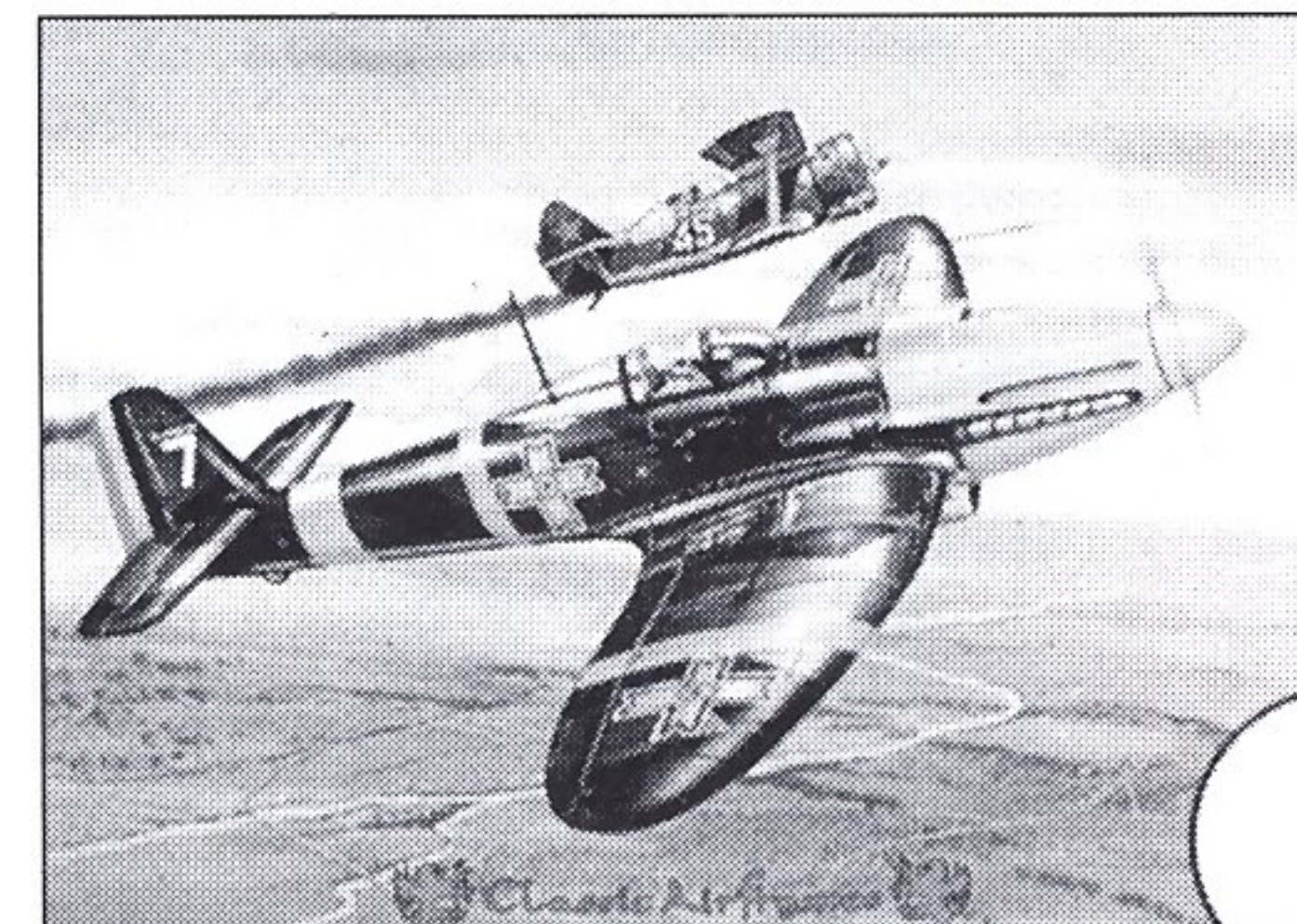
A new injected kit of the Tupolev Tu-14 is due from this source very soon, although we do not have any confirmed UK price as yet.

Classic Airframe



1/48th

The updated release dates for a number of this company's product have just been announced. The Republic P-43 Lancer is due in April, as is the Curtiss SBC-2 Helldiver and the Heinkel He 112B-1. These will be followed by the release of the Fiat CR 32 in May.



RCR Models

1/48th

A new resin, metal and etched detail set for the Classic Airframes Fiat Cr.42 kit has just been released by this source. The set contains a new engine, cowling, exhausts and propeller and spinner and it retails for £9.95.

Eduard

1/48th

The early version of the Tempest has just been released by this firm. The kit is based on the 'Profi Pack' edition, with resin detail parts etc, but now the kit comes with an injected canopy.

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7th May
for Volume 4 Issue 6**

Carpena

1/72nd & 1/48th

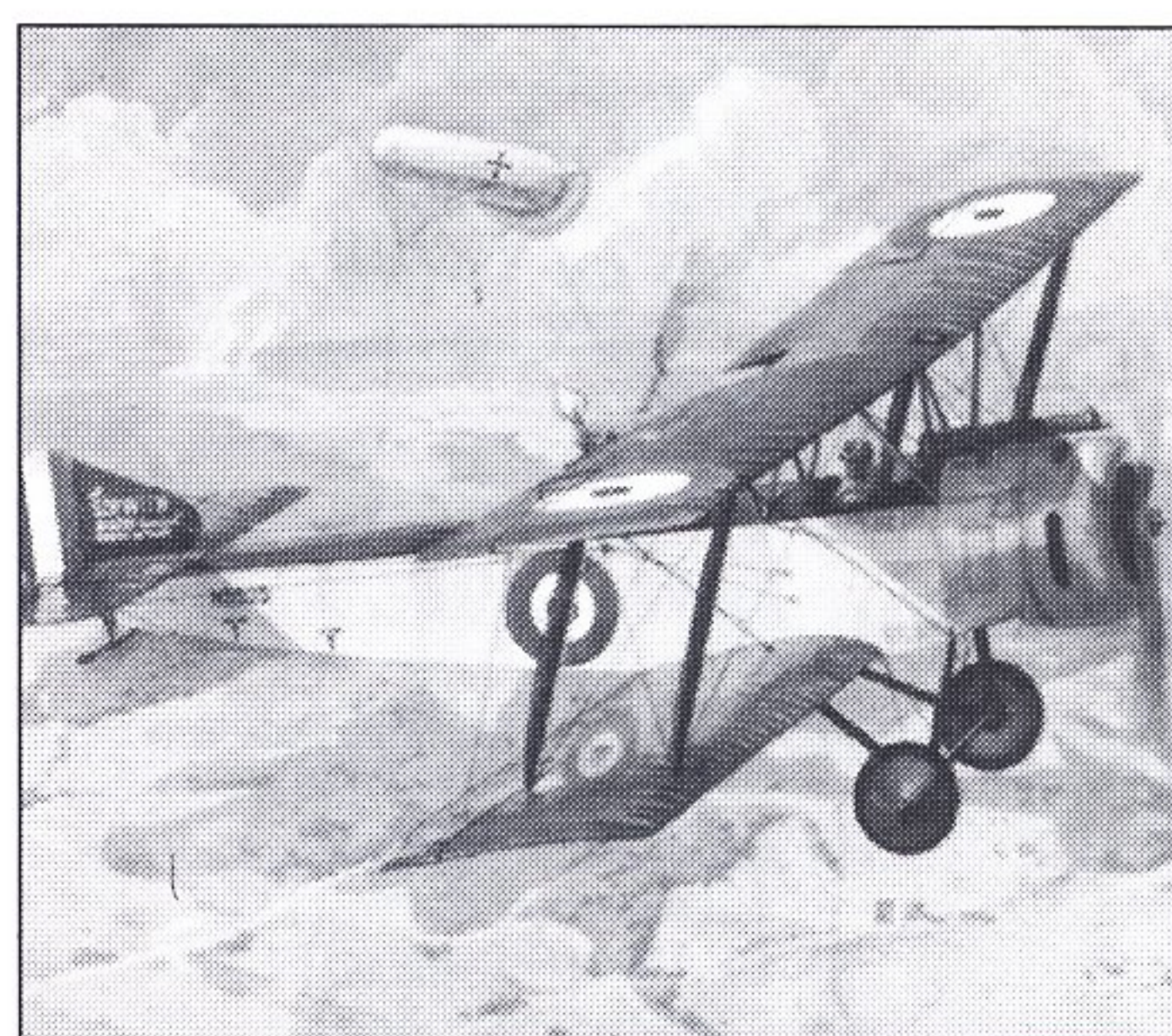
This popular range of decals has been out of stock for quite a while, but I am pleased to say that production is now started once again and UK sources are starting to get stocks. Contact your favourite specialist model shop for details of the entire Carpena range (including those lovely 'Exotic Spitfire' sheets!).

Daedalus Models

1/72nd

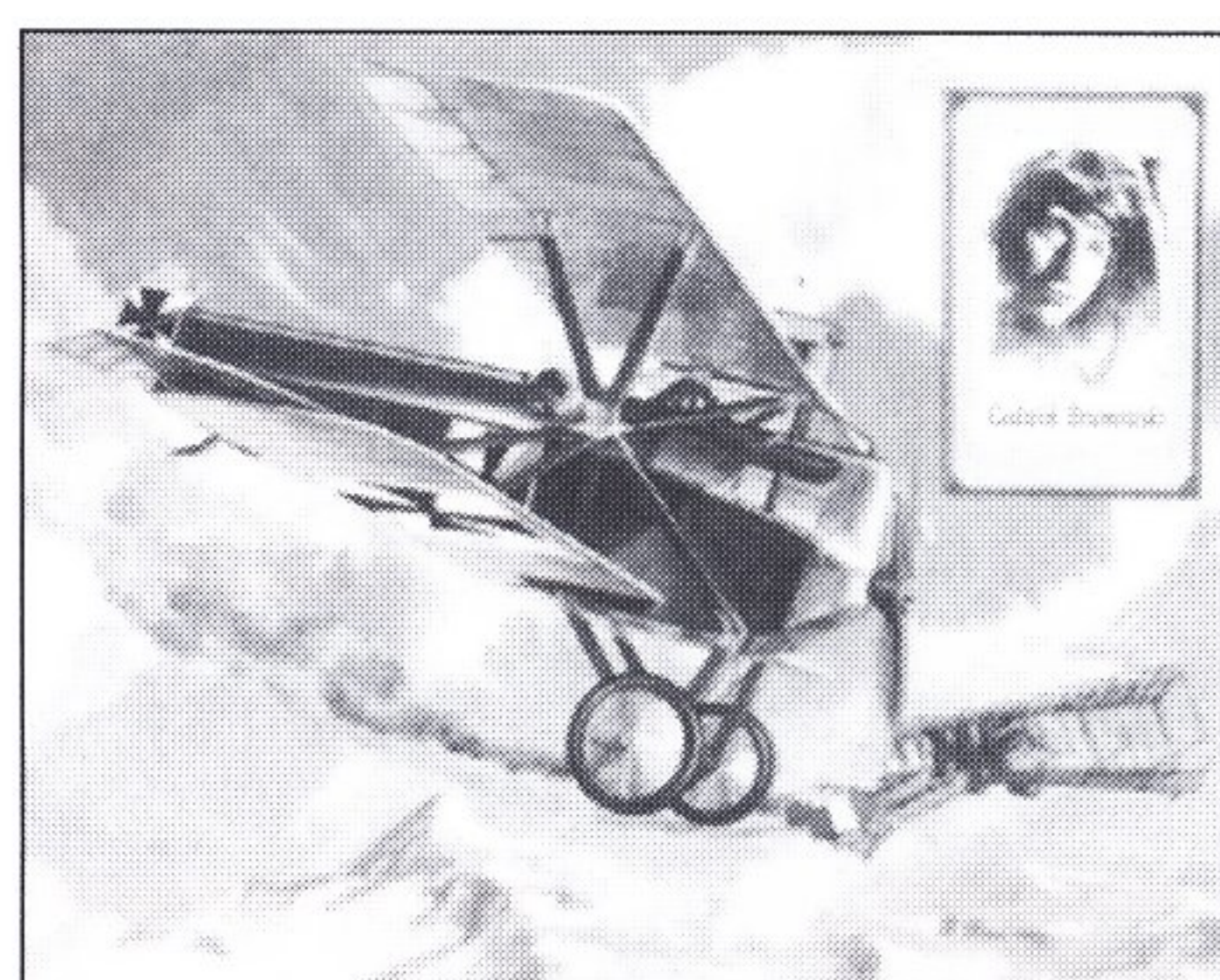
The Hobbycraft Vertol 44 helicopter has been upgraded with resin floats by this source and is now offered with Swedish A.F. markings as the 'HKpl Banana'. The UK price for this kit is £17.50.

Toko



1/72nd

The Sopwith 11/2 Strutter due from this source in June will, it transpires, comprise the following versions; two-seat fighter, single-seat fighter, single-seat Zeppelin interceptor, two-seat bomber, two-seat night fighter, single-seat bomber, two-seat trainer and an RNAS fighter. All of these versions will be in the one kit and it should retail for around £6.00 in the UK!



Now for the big secret, as it was never officially announced, this firm are about to release (due in May!) the Sopwith Salamander.

Due in September and October will be the new Hansa Brandenburg D.I and the Aviatik-Berg series 115.

Sanger

1/48th

Three new vac-form kits from this source have just been released. They include the Avro Anson Mk XII/XI/20/21 & 22 (£20.00), the Vickers Wellington Mk I/II and T.10 (£28.00) and the Miles Master Mk III (£16.00). Each kit is vac-formed with metal detail parts, but no decals.

Flashback

1/48th

This firm revise and re-box Eduard and Classic Airframes kits and the most recent are the Boulton Paul Defiant (Classic Airframes) at £18.75, the Polikarpov I-153 with skis (revised Classic Airframes) £18.75 and the Morane Saulnier Type L, which has now been converted into the Type I (Eduard) at £14.99.

Cloud Master Decals

1/72nd

The next two sheets from this source will be for a KLM operated DC-6 in its early scheme (Sheet No. 72/6) and a C-47 in Schreiner Airways markings (Sheet No. 72/7).

1/144th

In this smaller scale the next two products will be a KLM Boeing 737 (Sheet No. 144/7) and an Air Holland Boeing 727 (Sheet No. 144/8).

Ciro Models

1/72nd

Some KP kits are being marketed by this source with the addition of resin and etched detail parts. The first is the Mil Mi-17 in its Z-2 configuration (£12.50) and it should be in the UK by May or early June.

Broplan

1/72nd

The CASA CN-235 previewed by this source elsewhere is also available as the M version. This vac-formed kit comes with injection moulded detail parts and differs from the CN-235 in regard to the engine nacelles and a large side cargo door.

Next from this source will be the SAAB 91A Safir on floats, which is a conversion offered from the Heller kit and a complete kit of the Piaggio P-166S Albatros.

Van's Scale Models

1/48th

The next few figure sets from this source will include, 'Aerodrome', which will contain two each of British and German ground crew, tool boxes, paint cans, a tail skid trolley and a step ladder.

This will be followed by 'Far Flung Front', which will comprise an Italian, Austrian, Turkish and American pilot in service uniform and a British pilot in tropical dress.

Next will be a set entitled 'Publicity Shot' and this will comprise a British, German and Belgian pilot in service uniform with a civilian cameraman.

'Black Monday' is a set consisting of a British pilot in a Sidcot suit, a British pilot depicted in the 'seated' position, for any two-seat type of WWI and a German pilot in a flying suit and a ground crewman assisting the pilot on with his parachute pack.

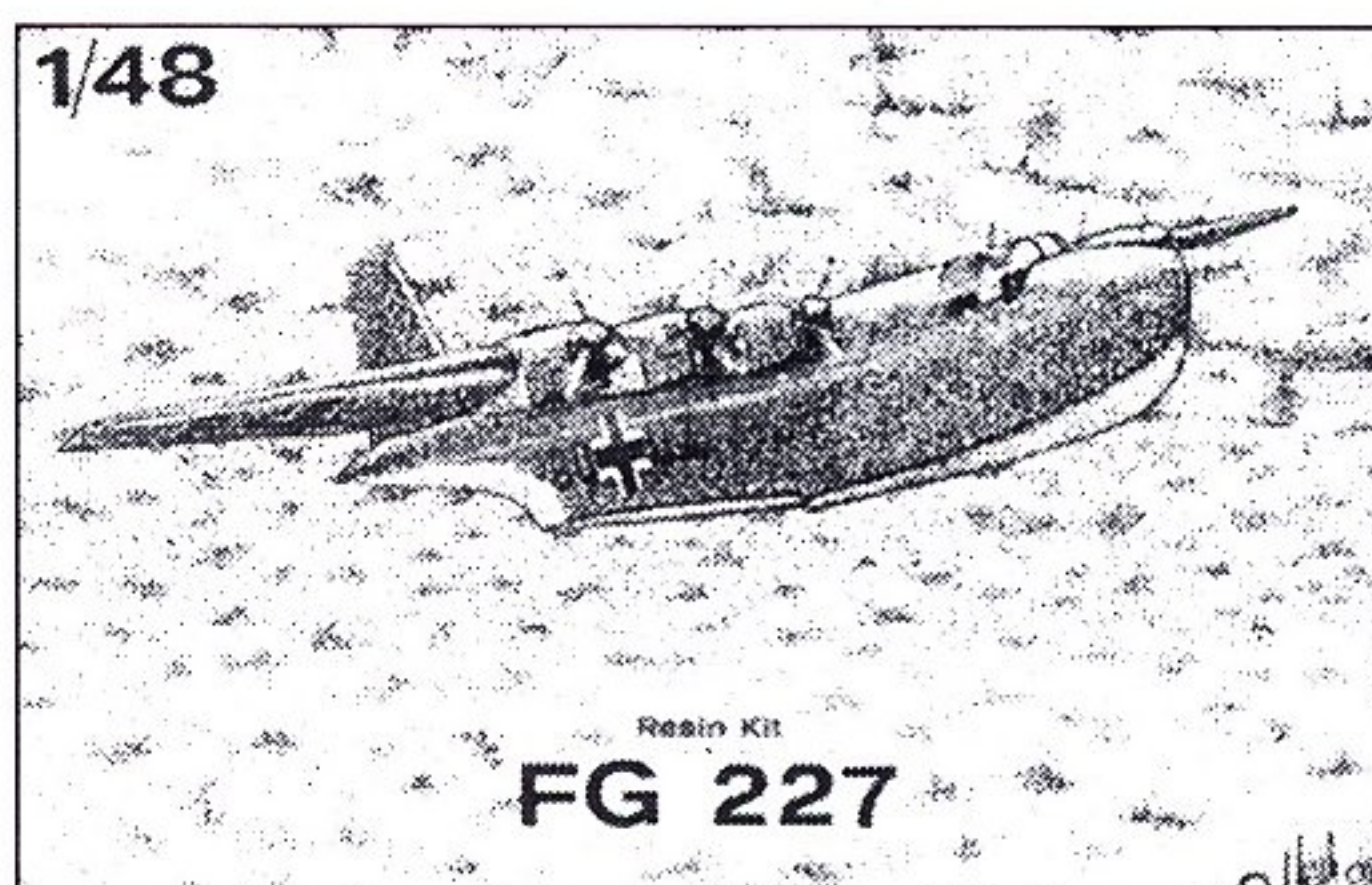
The final set due in this scale will be 'eastern front' and this will contain a Russian pilot in service dress, a Russian infantryman, an Italian infantryman and an Italian ground crewman and a seated Austrian pilot.

1/28th

A new resin figure depicting Baron Manfred Von Richtofen is also due from this source and it will show him in a full flying suit over a leather jacket and with a choice of flying helmet or officer mutze.

Lumír Veseley

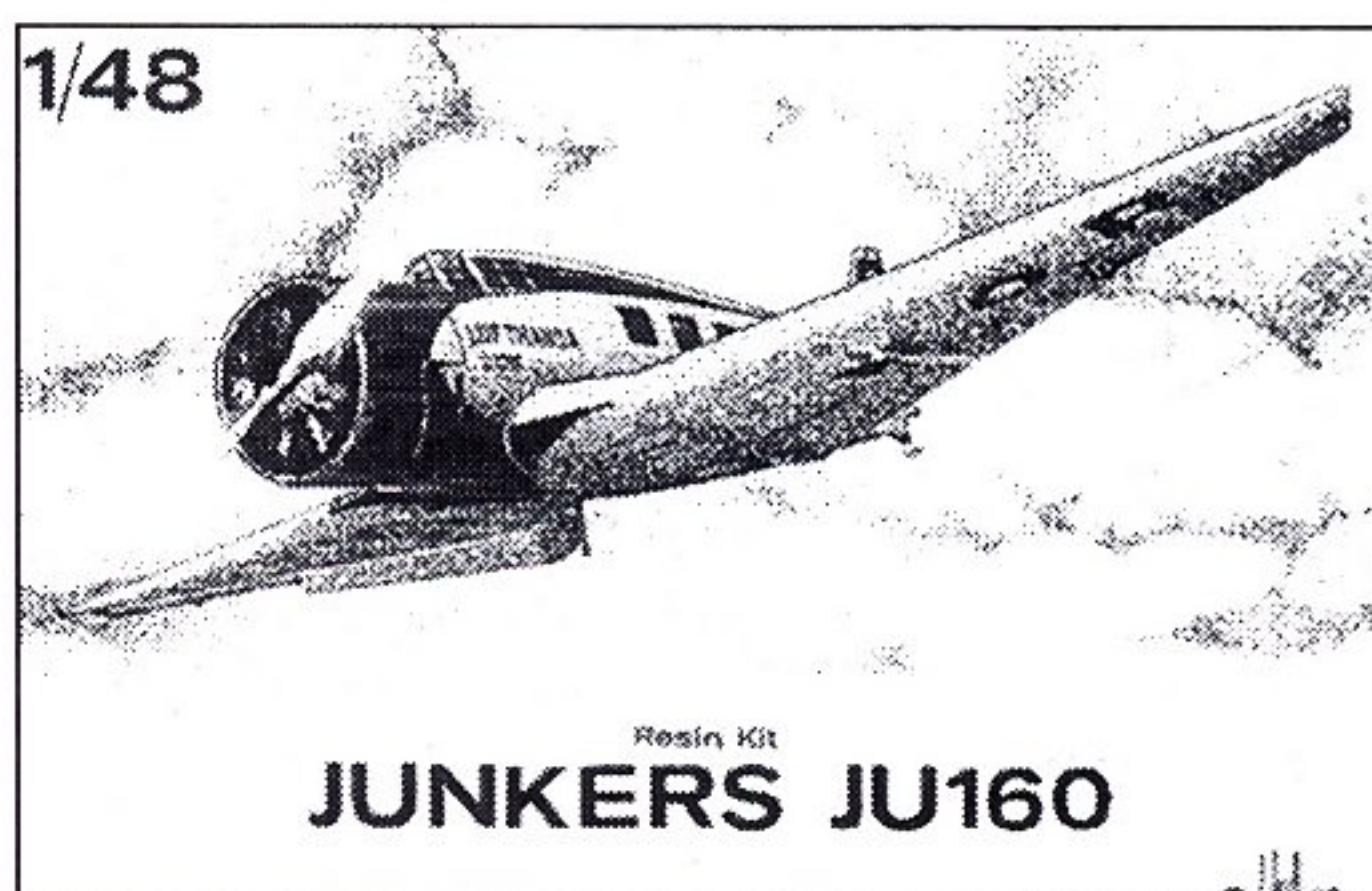
1/48



1/48th

The next resin kits due from this source will include the FG 227, which was a small scale version of the BV 238. The kit will be resin with vac-formed clear parts, metal details and decals.

1/48



Also due will be a kit of the Junkers Ju 160. This kit will be the same composition as the FG 227, but will come with decals for three versions; two Lufthansa and a third for a Luftwaffe pilot's school.

Testors

1/48th

Re-issued from this source are the Ryan PT-20 (£5.95), the Me 163B (£5.95), the Kaman Huskie (£8.99) and the Gates Learjet (£8.99). Each is injection moulded plastic and based on the old Hawk moulds.

Dujin Models

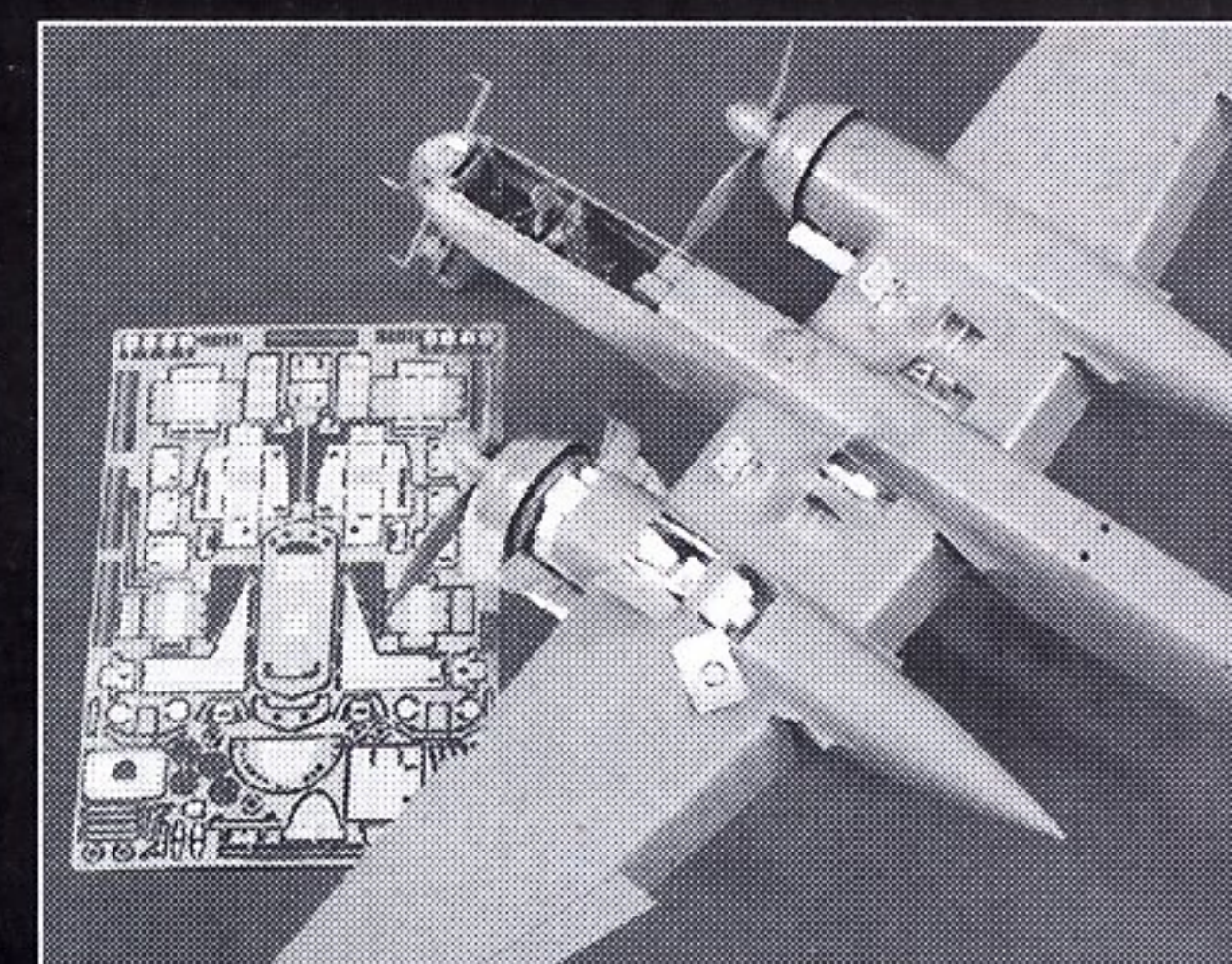
1/72nd

The most recent resin kits from this source include the Hanriot H.232 (£17.95), the Gourdou Leseurre GL.22 Et 1 (£15.95), IMAM Ro.63 Romeo (£16.95), Saunders Roe SR.1A (£23.95), Gotha Go 149 (£15.95), Gotha Go 150 (£16.95), NORD 3202 (£15.95), Caudron C.400 Phalene (£16.95), Castel Mauboussin CM.8/13 (£11.95) and the Breguet Br.901.S Mouette (£11.95).

Verlinden

1/48th

Due in April from this source is an update set for the Tamiya Heinkel He 219A-7 'Uhu'. In resin you get an engine, cannons, the Revi gun sight and the exhaust flame dampers. In etched brass there are the gun bays, ammunition bays, cowlings, flame damper grills, seat belts, access panels and hatches and ammo belts.



The set looks very impressive and it should be available for £19.95 by the time these words are read.

Tupolev



1/200th

The Tu-154 kit made by the Tupolev Aviation Corp. shown in last month's Preview section (See Vol 4 Iss 4 Page 199, will soon be available in the UK via Pocketbond. The entire range will be distributed in the UK by Pocketbond and we will bring you more details on the range in the next edition.

News Special Kit Listing Pt.2 See page 278



1998 Kit Listing - Pt.2

Further to our 'News Update Special, 1998 Kit Listing' in last months edition (See Vol 4 Iss 4 Page 220-1), here are a number of additional kits that failed to reach us before that edition's deadline.

Note Please do not contact the Editor or editorial office for addresses and/or sources for these products, as we are unable to supply them. *Thanks*

A-Model

1/48th (Ltd IM)
MiG-3 +

AER

1/72nd (Ltd IM)
Mi-4 +
Mi-4m +
LaGG-3 +
Ilyushin Il-2m3 +
Polikarpov R-5 +

Aeroclub

1/72nd (Ltd IM/V/M)
Skyraider AEW Conversion
(Hasegawa)
1/48th (Ltd IM/M)
Bristol F2B Fighter +
DH-5 +
DH-9 +
Westland Wapiti +
A.W Meteor NE.11/12/14 +
RAF FE-8 +
RAF BE2c +
RAF BE2e +
RAF Be12a+
RAF BE12b +
Hunting Percival Jet Provost Mk 3 +
Hunting Percival Jet Provost Mk 5 +
Folland Gnat T.2 +
1/48th (Ltd IM/V/M)
De Havilland Venom FB.1 +
De Havilland Venom FB.4 +
De Havilland Venom NE.3 +
De Havilland Venom FAW.22 +
1/48th (Ltd IM/M/V)
Hawker Hunter T.7 Conversion
(Academy) +
E.E Lightning T.4/5 Conversion
(Airfix) +
1/144th (Ltd IM/M/V)
Lockheed P2V-5 Neptune
USN/RAF *
Lockheed P2V-7 Neptune
USN/French Marines *

Aircraft in Miniature

1/72nd (V/M)
'Transport Wings'
BAC 1-11-500 +
Boeing 727-500 +
Boeing 757 +
'Historic Wings'
Curtiss Condor +
H.P. Hastings C.1 +
Stinson A +
Cessna Bobcat/Crane +
D.H.66 Hercules +
Hiller 12E +

Arba Products

1/48th (R/M/V)
Gloster Whittle E.28/39 +
Blohm & Voss Bv 155 +
1/48th (R)
Fw 190D-11/13 Conversion +
Ta 152 Tail +
1/72nd (R/M/V)
Armstrong-Whitworth AW.52

Azur

1/72nd (IM)
Heinkel He 60 +
Loire-Nieuport LN 410/411 +

Bilek

1/72nd (IM)
Messerschmitt Me 410A-1/U2 +
Aero L-29 Delfin +
Aero L-29R/RS +
MiG-21 F-13 +
MiG-21 PF +
MiG-21 PFM +
Ilyushin Il-28 +

Bluairkit

1/72nd (R)
Socata TBM-700 +

Choroszy Model

1/72nd (R)
Ki-17 +
Potez 454 +
Rogozański PVT-H +
Fokker C-VII +

Classic Airframes

1/48th (IM, R, EB & VF)
Reggiane Re 2000 +
Reggiane Re 2001 +

Creations Chaubet

1/144th (IM)
Fw 190A-8 +
Ta 152H-1 +
S.O Trident II +
SNCASO Espadon +
Bell XS.1 +
Mitsubishi J2M3 Raiden +
Dassault Mystere IV +
Dassault Ouragan +
Fw 190D-9 +
Nord 1500 Griffon II +
Martin B-26 Marauder +
N.A. B-25H/J +
Dassault Mirage III +
SE 2415 Grogard +
1402 Gerfaut +
SNCASE Durandal +

Dako Plast

1/72nd (I)
Ilyushin Il-2 single seat +
Ilyushin Il-2M +
Ilyushin Il-2m3 two seat +
Ilyushin Il-2m3 with 37mm
cannon +
Sikorsky S-XVI +
MiG-27K +
MiG-31 +
Yak-7B +

Dragon

1/144th (IM)
F-5E Tiger II *
Kfir C-7 *
F-15E Eagle *
F-16 Night Falcon *
F-117A Nighthawk *
F-14A Tomcat *
F/A-18C Hornet *
AV-8B Harrier II +
EA-6B Prowler *
Panavia Tornado GR.1 *
Sukhoi Su-27 Flanker *
1/72nd (IM)
Sukhoi Su-34 Super Flanker +
Sukhoi Su-35 PLA +
1/48th (IM)
Junkers Ju 88A-17 +
Messerschmitt Me 262A-1a/U3
(Ex-Trimaster) *

Eduard

1/48th (Ltd IM & E)
Nieuport 16 +
Nieuport 17 'Bishop RFC' +
Nieuport 24 +

Eastern Express

1/72nd (IM)
MiG-15 +
MiG-15UTI +
MiG-17 +
MiG-19 +
Yak-15 +

Flashback

1/72nd (Ltd I)
Fokker E-III (Ex-Eduard)
Fokker E-V (Ex-Eduard)

Fujimi

1/72nd (IM)
Spitfire Mk XVI & Fi 103 (V-1) +

Glencoe

1/48th (IM)
Beechcraft D17S Staggerwing *
NOTE: This kit was incorrectly
shown as 1/32nd scale in the
previous listing.

Hasegawa

1/72nd (IM)
Bristol Beaufighter Mk VIC +
A-3B Skywarrior +
KA-3D Skywarrior #
1/48th (IM)
Hawker Hurricane Mk II +
Hawker Hurricane Mk IIC +
Hawker Hurricane Mk I +
Junkers Ju 87D-5/D-7 +
Junkers Ju 87G-2 +
Messerschmitt Bf 109G-6/Trop #
Messerschmitt Bf 109K-4 +
Mitsubishi A6M8 Zero +
NOTE: The above versions are now
confirmed.

Heller

1/130th (IM)
Bell X-15 *
1/125th
Boeing B-747/200 *
Concorde 'Air France' *
1/72nd (IM)
Chance Vought F-8 E *
Junkers Ju 52m3 *
Cougar AS 535 U2 *
Saab JA 37 Viggen *
Canadair CL-415 *
SH-3H Sea King *
Mirage F 1CT *

HiPM

1/48th (Ltd IM)
Blohm & Voss Bv 141 +

Hi-Tech

1/48th (Ltd IM & R)
Bréguet XIV +

Hobbycraft

1/72nd (IM)
Canadair CT-114 Tutor +
McDD F2H3-3 'Banjo' USN *
Bell X-1 (Ex-Hobby-U-Spot) *
1/48th (IM)
NOTE: The Grumman F8F Bearcat
listed as 'Vietnam' has now been
changed to 'Reno Racer'
Messerschmitt Bf 109C *
Polikarpov I-16 *
Curtiss P-36 *
Curtiss P-35 *

HR Models

1/72nd (R)
Bréguet 14A2 +
Pfalz E.IV +
Pfalz E.V +

ICM

1/72nd (IM)
A.W. Whitley (Ex-Frog) *
Yak-9 +
Yak-7 +
Tupolev I-1 +
Typhoon Mk Ib (Ex-Frog) *
Be-4 KOR
Ant-4 +
1/48th (IM)
LaGG-3 +
MiG-3 +
Yak-7 +

InTech

1/72nd (IM)
GD F-16A/C Fighting Falcon +
GD F-16B/D Fighting Falcon +
Messerschmitt Bf 109G-12 +
Messerschmitt Bf 109G-14 +

JLC

1/72nd (Ltd IM)
Fokker D.XXI Series 4 +

K.P

1/48 (IM)
Sukhoi Su-7BKL (Ex-OEZ)
Sukhoi Su-25K (Ex-OEZ)
Sukhoi Su-25UBK (Ex-OEZ)
Sukhoi Su-17M3 +
Sukhoi Su-7U (Ex-OEZ) #

Mach-2

1/72nd (Ltd IM)
Heinkel He 114 +
Coléoptère & trolley +
Ryan X-13 Vertijet & launch
platform +

Maintrack

1/72nd (VF/M/R)
Boeing RC-135S Conversion +
Fairey Firefly T.1 Conversion +
H.P. Hereford Conversion *
LTV YA-7F Conversion *
1/48th (R)
LTV YA-7F Conversion +
'Project X'
1/72nd (V/M)
Avro 707 1st prototype +
Hunting H.126 +
N.A. YF-93A +
'Protojets'
1/72nd (V)
Folland Midge +
Miles Student +
Jet Provost T.1 +

Minicraft

1/48th (IM)
F4U-5 Corsair +
F4U-7 Corsair +

Mirage

1/48th (IM)
PZL-37 Los +

Monogram

'Pro Modeler' 148th (IM)
Messerschmitt Bf 109G-2 #
F/A-18C 'Eagle Nose Art' *
F-15A Eagle *

MPM/HML

1/48th (R)
Heinkel He 177 +@
Henschel Hs 126 +@
Messerschmitt Me 323 Gigant +@

Ocidental

1/48th (IM)
Supermarine Spitfire Mk IX +
Supermarine Spitfire Mk LE.IX +
N.A. Harvard IV #
Omega
1/72nd (R)
Avia B-234 +
Letov S-431 +
Sikorsky S-16 +

Ozmods

1/144th (V/M/R)
DHC-4 Caribou

Pantera

1/72nd (IM)
Sukhoi Su-20R +
Sukhoi Su-22M2 +
MiG-21R +

Pavla

1/72nd (Ltd IM)
Fieseler Fi-167 *
Grumman F7F-3 Tigercat +
Arado Ar 95A/B +

POMK

1/72nd (R)
Loire Nieuport LN 210 +
Bloch 174 +
1/48th (R)
Loire Nieuport LN 210 +

Red Hurricane

1/72nd (IM)
Sukhoi Su-37 +
Tupolev Tu-16 Badger +
Yak-25 +
1/48th (IM)
Lavochkin La-5 +
Petlyakov Pe-2 +

R.S. Models

1/72nd (R)
Ki-79 A/B +
Letov S-528 +
Curtiss Hawk 75H +
Avia B-34 +
Aero A-24 +

R.V. Resin

1/72nd (R)
Junkers Ju 388V-1 +
Junkers Ju 388V-2 +
Junkers Ju 388V-5 +
Junkers Ju 388K +
Junkers Ju 388L +
Junkers Ju 188 T-0 +
Republic P-43 Lancer +

S-Model

1/48th (R/V)
PZL 23 Karas +
PZL 43 +

Shanghai Dragon

1/144th (IM)
F-15E (Ex-Dragon)
F/A-18C (Ex-Dragon)
Su-27 (Ex-Dragon)
F-14A (Ex-Dragon)
AV8B (Ex-Dragon)
F5E (Ex-Dragon)
F-16C (Ex-Dragon)
A-10A (Ex-Dragon)
F-117A (Ex-Dragon)
IAI Kfir C-7 (Ex-Dragon)
EA-6B Prowler (Ex-Dragon)
Tornado F.3 (Ex-Dragon)
1/72nd (IM)
Sukhoi Su-37 Super Flanker +
Sukhoi Su-35 PLA A.F +
Junkers Ju 88A-17 (Ex-Italeri) *

Sharkit

1/72nd (R)
Republic XP-47J +
North American YAT-28 +

Starr Miniatures

1/144th (R)
BAC TSR.2 +

Sword

1/72nd (Ltd IM/R)
Northrop N9MB +
Vultee P-66 Vanguard +
Northrop N9MA #

SMER

1/72nd (IM)
Polikarpov I-153 (Ex-Heller) *
Messerschmitt Me 262A-1a *
Ilyushin Il-2 (Ex-Eduard) *
Curtiss SC-1 Seahawk
(Ex-Antares) *
F-16A Falcon (Ex-InTech) *
F-16B Falcon (Ex-InTech) *

Supermodel

1/72nd (IM)
Aermacchi MB.339 PAN +
Aermacchi MB.339K +

Tamiya

1/72nd (IM)
Aichi M6A1-K Nanzan #
1/48th (IM)
Douglas AH-1 Skyraider +
Douglas F4D-1 Skyray +
Bristol Beaufighter TFX #
F4U-1D Corsair #
Gloster Meteor III #
Mitsubishi Ki-46II Dinah #
Messerschmitt Bf 109E-4/7 #
De Havilland Mosquito B Mk IV Sr
II +
De Havilland Mosquito FB. VI +

Toko

1/72nd (I)
Sopwith Snipe

Top Gun

1/72nd (R)
Friedrichshafen FF33E +
Heinkel HD19
Fokker C-VD/E +
Hawker Osprey +
Hawker Hart +
Miles Martinet Mk 25 +
CASA-212 +
Alouette II +
Hughes 300 +
WSK SM-2 +
PZL Kruk +
D.H. Vampire F Mk II +
PZL-104 +
PZL Gniady +
PWS-A +
Bell Long Ranger 206L-1 +
Avro 504 +
PZL TS-8 Bies +
PZL I-22 Iryda +
PZL-130 Orlik +
PZL-130 Orlik TA/TB/TC +
PZL Kania +
Antonov An-28 +
SAAB JAS-39A Grippen +
RWD-13 +
Wilbault-70C1 +
1/72nd Conversions (R)
An-2M (Bilek/Italeri)
AN-2 LALA (Bilek/Italeri)
1/48th (R)
Ts-11 Oskra +
PZL I-22 Iryda +
PZL-130 Orlik TA/TB/TC +
PZL P.1 +

Warrior Models

1/72nd (Ltd IM)
PZL 43 +
1/48th (R)
PZL P.11f +
PZL P.11g Kobuz +
PZL P-24F/G +
Backburn Roc/Skua +
Breda Ba-88 +

Welsh Models

1/144th (R)
Gloster Javelin FAW.8 +
Supermarine Attacker FB.2 +
BAe Hawk T.1 +
Hawker Sea Hawk FB.3 +
De Havilland Sea Vixen FAW.2 +
Supermarine Swift F.4/FR.5 +
HS748 (Emerald Airways) +
BAe Jetstream 31
(Piermont/Skywest) +
BAe Jetstream 41 (Manx Airlines) +
1/144th (V/R)
Locheed Tristar K.1 (Tanker) +
CASA 212 +
Covair 240 +
Convair 640 (Martins Air Charter) +
Convair 580 (Frontier) +
Boeing B777-200 (Thai) +
Boeing B707-720B +
Lockheed Tristar 500 (TAP/BWIA) +
Douglas DC-10-40 (Northwest) +
EMB-145 (Continental Express) +
Saab 2000 (Crossair) +
Dornier 328-100 (Suckling
Airways) +
MD-95-30 (Air Tran) +
Tupolev TU-204 (Aeroflot) +
KC-135B/E #
KC-135R #
Gulfstream IV +
Beech King Air 90 +

Cessna Citation 950X +
Learjet 35A/36A +
1/144th (V/IM)
MD-81-82 (Republic) +
Basler DC-3 (PT6) +
DC-3 Dakota Dart/Pratt (BAE) +
Boeing B575-300 (Condor) +
Boeing B737-100 (Peoples Express) +
MD-90-30 (SAS/Reno Air) +
Tupolev TU-154B1/B2 +
Caravelle 12 (Air Inter/Stirling) +
Regional Jet 601 +
Boeing B737-600 +
Boeing B737-700 +
Boeing B737-800 +
Douglas DC-9-21 (Scandinavia Air
Systems) +
Douglas DC-9-41 (SAS/TOA) +
Douglas DC-9-51 (Republic/Sun
Express) +
1/144th (R/M)
Martin 404 (Pacific Air Lines) +
1/144th (V)
HS Andover C.1 +
Boeing B-707 E-3A (AWACS) +
Bristol Britannia 102 (BKS) +
Short Skyvan (Hunting Cargo) +
Bristol 170 Mk 31 #
Ilyushin Il-12 (CSA) +
Ilyushin Il-14 (CSA) +
Fairchild FH 227E
(Ozark/Northeast) +
Lockheed L749 Constellation
(Skyways) +
Lockheed Starliner (Lufthansa) +
Douglas DC-7B (AA) +
Douglas DC-8-30/40 (Alitalia) +
Douglas DC-8-50 (Trans
Canada/TCA) +
Douglas DC-8-62 (Japan Air Lines) +
Douglas DC-8-63CF (Trans
International) +
Douglas DC-8-71/73 (CP Air/Air
Canada) +
Ilyushin Il-18 (LOT) +
Curtiss C-46 (Seaboard World) +
Duex Ponts (Provence)
(Air France) +
ATL-98 Carvair (BAF) +
Tupolev TU-104 (CSA) +
DH Comet 4 (BOAC) +
DH Comet 4C (BOAC) +
Convair 880M (Cathay
Pacific/TWA) +
Convair 990 (N.East/American) +
Hernes IV (Skyways) +
Tupolev TU-134A +
Ilyushin Il-62 +
Ilyushin Il-86 +
DHC DASH 8-300 +
ATR-72 +
Douglas DC-2 (KLM/Swissair) +
Douglas C-133 Cargomaster
(USAF) +
KC-97G/L Tanker (USAF) +
Fairchild C-123B Provider (USAF) +
Breguet 765 Sahara (French A.F) +
Fairchild C-119G Boxcar (USAF) +
DHC Caribou (USAF) +
DHC Buffalo (Canadian A.F) +
Transall C-160 (German A.F) +
Douglas C-117 (USAF) +
MD Globemaster C-17 (USAF) +
Nord Norrtal (German A.F) +
Short C-Class Flying Boat
(Qantas/Teal) +

Yumo

1/72nd (IM)
Super Galeb G-4 +

Zvezda

1/72nd (IM)
Ilyushin Il-4 +
MiG-31 +
Mil Mi-8 +
Republic P-47D-25 +
Sukhoi Su-25 +

Key

IM = Injection Moulded
Ltd = Limited
R = Resin
V = Vac-Formed (Inc
clear)
W = White Metal
P = Pewter
E = Etched Brass
* = Re-issue
+ = New Tooling
= Revised/Converted
Tooling
@ = Outstanding from
1997 and carried
forward for release
in 1998.

N.B. All other companies'
toolings being marketed under
another label are noted at the
end of each relevant kits entry.

DEKNO Bellanca 28-70 scale 1/72
includes version: Bellanca 28-90
four descriptions

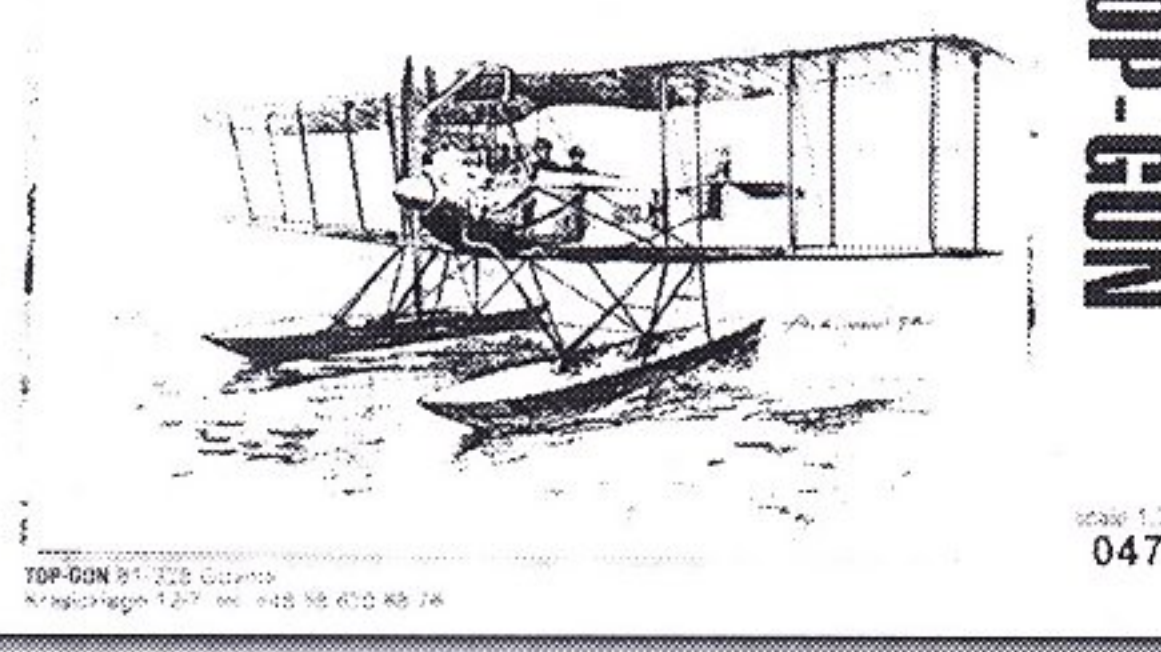


DEKNO

Technical Data

Kit: Bellanca 28-70/28-90 **Scale:** 1/72nd
Status: New Tooling **Decal Options:** 4
Type: Resin, Metal and Vac-form Clear
Parts: Resin 16, Metal 7, Clear 1
Manufacturer: Dekno Models, Avda, Princep d'Asturies, 21, 66, 2a, 08012 Barcelona, Spain. Tel/Fax: + 34 3415 2308

TOP-GUN



Technical Data

Kit: Friedrichshafen FF49C
Manufacturer: TOP GUN **Scale:** 1/72nd
Status: New Tooling **Type:** Resin
Panel Lines: Engraved **Parts:** Resin 68
Manufacturer: TOP-GUN, 81-328 Gdynia, Krasickiego 12/7, Poland.
Tel: +48 48 620 88 76
UK Source: Swan Model Engineering

Bf.109Z scale 1/72
1 assembled plastic model kit



Technical Data

Kit: Messerschmitt Bf 109Z **Scale:** 1/72nd
Manufacturer: A-Model **Price:** £TBA
Status: New Tooling **Parts:** Plastic, Clear
Type: Limited Run Injection Moulded Plastic
Panel Lines: Engraved **Decal Options:** 1
UK Source: POL Models.

Messerschmitt Me 262V-1
Storm Bird prototype



1/72 Scale Injection Moulded Model
Jet engines included for later configuration

Technical Data

Kit: Messerschmitt Me 262V1
Scale: 1/72nd **Status:** New Tooling
Price: \$26.00 **Parts:** Plastic, Clear
Type: Limited Run Injection Moulded Plastic
Manufacturer: High Planes Models, 127 Wheeler Street, Corryong, Vic 3707, Australia.
Tel: (02) 60 76 1961 Fax: (02) 60 76 1843

CASA/IPTN CN-235




NEW!

1/72

Technical Data

Kit: CASA/IPTN CN-235 **Scale:** 1/72nd
Status: New Tooling **Panel Lines:** Recessed
Type: Vac-form & Injection Moulded Plastic
Parts: Plastic (Vac) 35, Plastic (Inj) 56, Clear (Vac) 3
Manufacturer: Broplan Models, ul. Pilotow 10G/33, 80/460 Gdansk, Poland.

IX



Technical Data

Kit: Bell OH-13S Sioux **Manufacturer:** Italeri
Scale: 1/72nd **Status:** New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 78, Clear 3 **Decal Options:** 3
UK Importer: Richard Khonstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 61721 Fax: 01442 240647

YAKOVLEV Yak 9P/U
Late war Russian fighter.



Accurately scaled 1/72 Injection moulded model
Soviet, Polish, Hungarian and North Korean decals.

Technical Data

Kit: Yakovlev Yak-9P/U **Scale:** 1/72nd
Status: New Tooling **Price:** \$22.00
Type: Limited Run Injection Moulded Plastic
Parts: Plastic, Clear
Manufacturer: High Planes Models, 127 Wheeler Street, Corryong, Vic 3707, Australia.
Tel: (02) 60 76 1961 Fax: (02) 60 76 1843

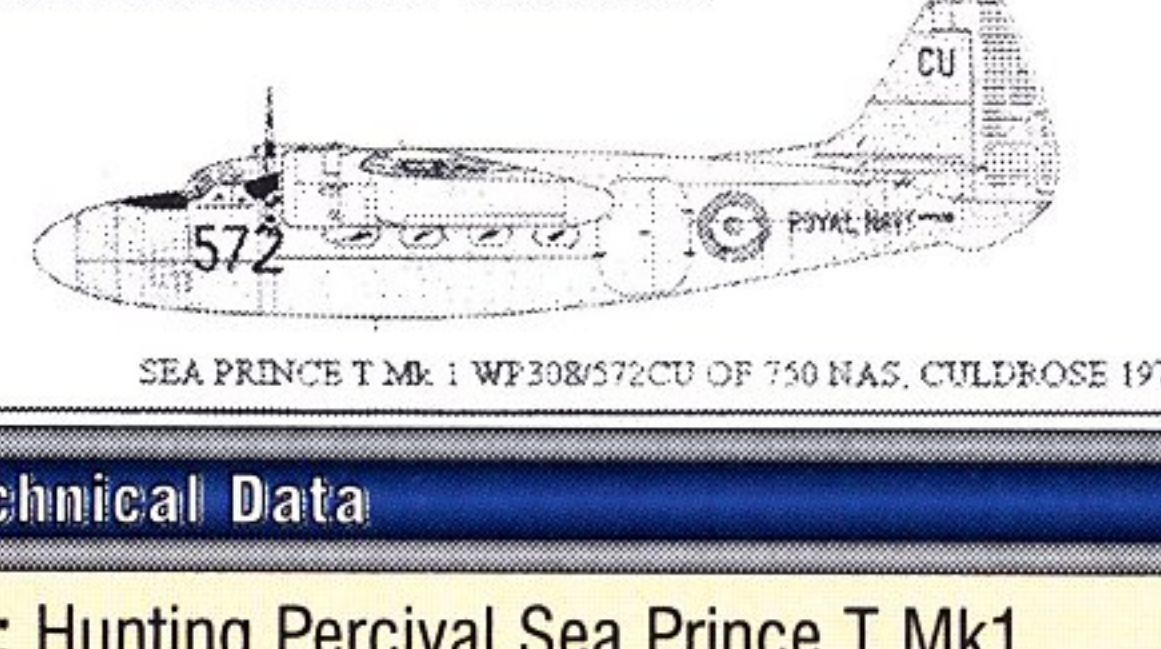
Toko



Technical Data

Kit: Ilyushin Il-2 **Manufacturer:** Toko
Scale: 1/72nd **Status:** New Tooling
Price: £5.99 **Panel Lines:** Engraved
Type: Injection Moulded Plastic
Parts: Plastic 75, Clear 2 **Decal Options:** 3
UK Importer: Pocketbond Ltd
Tel: 01707 391509 Fax: 01707 327466

MAGNA MODELS
HUNTING PERCIVAL SEA PRINCE T Mk.1
CONTAINS OPTIONAL PARTS 1/72nd Scale



Technical Data

Kit: Hunting Percival Sea Prince T Mk1
Scale: 1/72nd **Status:** New Tooling
Price: £24.25 **Decal Options:** N/A
Type: Resin, Metal & Vac-form Clear
Parts: Resin 31, Metal 16, Clear 2
Manufacturer: Magna Models (UK)
Tel: 01929 553518

Ryan Firebee II



Kit 2-34

Supersonic drone on Air Logistics 3000H Trailer.

Technical Data

Kit: Ryan Firebee II & Air Logistics 3000H trailer
Manufacturer: 12 Squared **Scale:** 1/72nd
Status: New Tooling **Panel Lines:** Engraved
Price: \$14.50 (+\$2.50 P&P)
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 26 **Decal Options:** 1
Manufacturer: 12 Squared, PO Box 21567, Eagan, MN 55121, USA

MIG-27 フロッガー ソビエト戦闘機
米格27 戦撃者



Technical Data

Kit: MiG-27M **Manufacturer:** Italeri
Scale: 1/72nd **Status:** New Tooling
Origin: Zvezda **Type:** Injection Moulded Plastic
Parts: Plastic 98, Clear 5 **Decal Options:** 3
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 61721 Fax: 01442 240647

Lockheed U-2R/TR-1A DRAGON LADY



1/72 Scale Injection Moulded Model for the Experienced Modeler
Decals for USAF and Taiwanese aircraft.

Technical Data

Kit: Lockheed U-2R/TR-1A Dragon Lady
Scale: 1/72nd **Status:** New Tooling
Price: \$38.00 **Parts:** Plastic, Clear
Type: Limited Run Injection Moulded Plastic
Manufacturer: High Planes Models, 127 Wheeler Street, Corryong, Vic 3707, Australia.
Tel: (02) 60 76 1961 Fax: (02) 60 76 1843

ROCKWELL MBB X-31



Technical Data

Kit: Rockwell/MBB X-31
Scale: 1/72nd **Status:** New Tooling
Type: Resin & Vac-form Clear
Parts: Resin 25, Vac 1 **Decal Options:** N/A
Manufacturer: Sharkits, 8, Bd de la Liberté, 93260 les Lilas, France. Tel: 0148605882

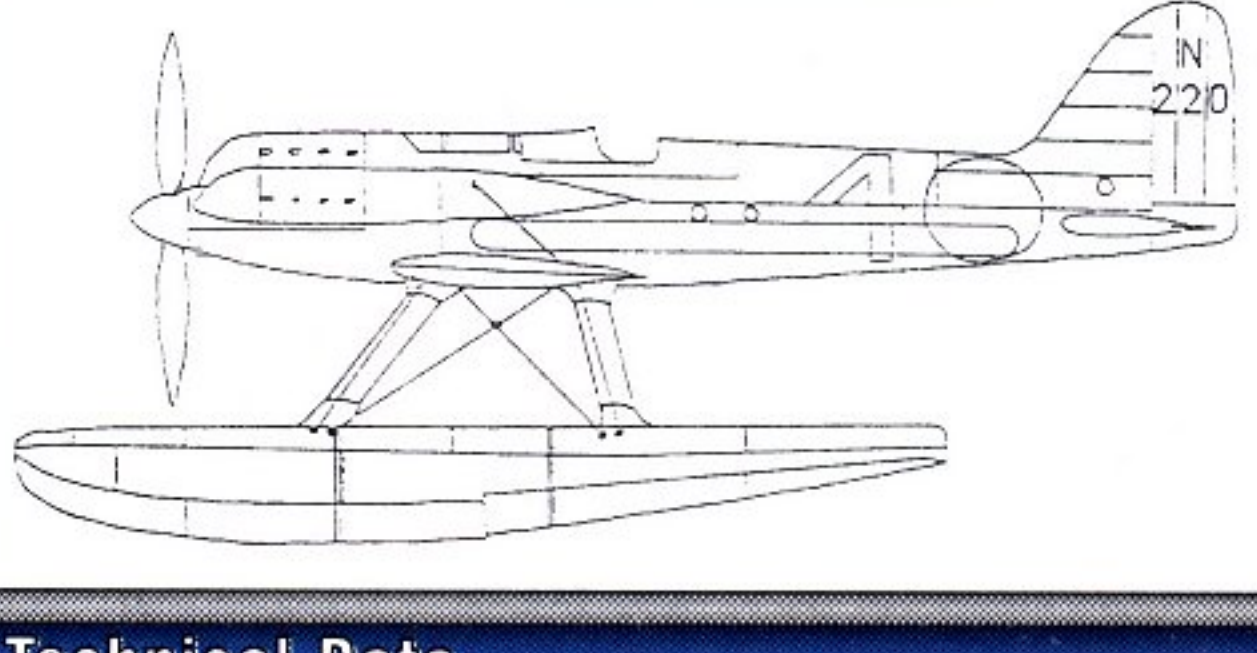
Toko



Technical Data

Kit: De Havilland Sea Venom
Manufacturer: Toko **Scale:** 1/72nd
Status: Repackaging with new decals
Origin: FROG (UK) **Price:** £4.99
Type: Injection Moulded Plastic
Panel Lines: Raised **Parts:** Plastic 44 Clear 1
Decal Options: 3 (3 RN, 1 RAN)
UK Importer: Pocketbond Ltd
Tel: 01707 391509 Fax: 01707 327466

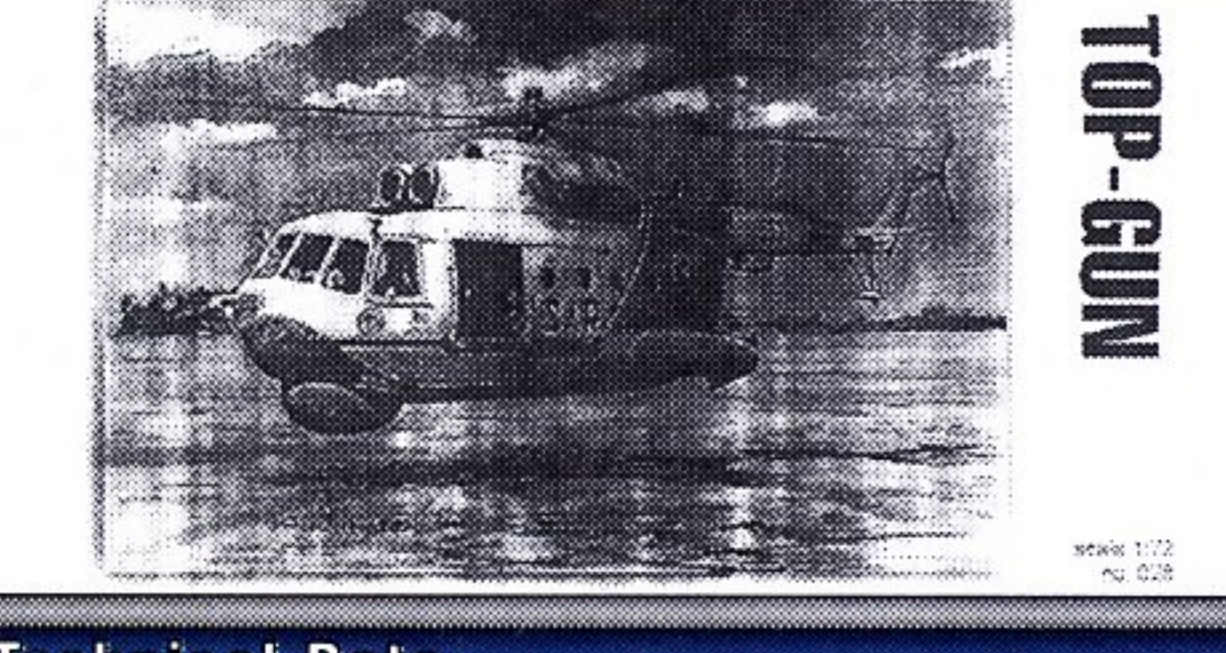
Supermarine S5



Technical Data

Kit: Supermarine S5 **Manufacturer:** Essdale
Scale: 1/32nd **Status:** New Tooling
Price: £39.95 (plus £4.00 P&P)
Type: Resin, Metal & Etched Brass
Panel Lines: Engraved **Decal Options:** 1
Parts: Resin 20, Metal 7, Etched 5 & Metal Rod and Clear Sheet
UK Source: ADS Decals, PO Box 1768, Bristol. BS17 5FS

TOP-GUN



Technical Data

Kit: Mil Mi-14PS **Scale:** 1/72nd
Status: New Tooling **Panel Lines:** Engraved
Type: Resin & Vac-form Clear
Parts: Resin 75 Clear 26
Manufacturer: TOP-GUN, 81-328 Gdynia, Krasickiego 12/7, Poland.
Tel: +48 48 620 88 76
UK Source: Swan Model Engineering

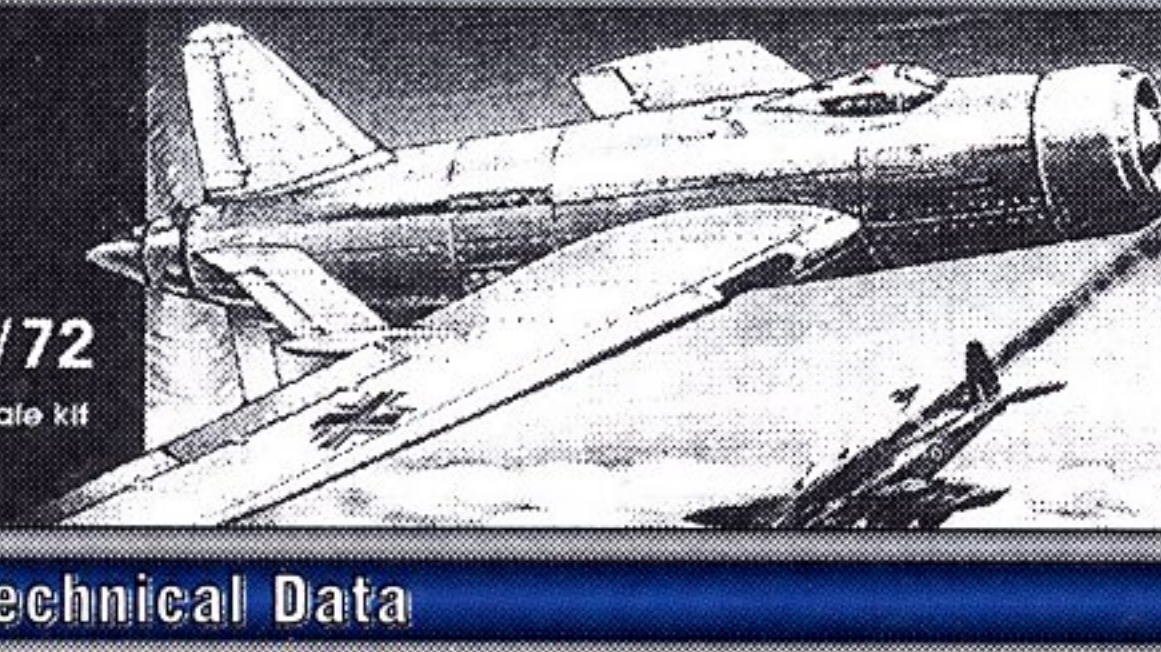
Toko



Technical Data

Kit: Ilyushin Il-2M **Manufacturer:** Toko
Scale: 1/72nd **Status:** New Tooling
Price: £5.99 **Type:** Injection Moulded Plastic
Panel Lines: Engraved
Parts: Plastic 72, Clear 3 **Decal Options:** 3
UK Importer: Pocketbond Ltd
Tel: 01707 391509 Fax: 01707 327466


1/72 scale kit



Technical Data

Kit: Focke Wulf P.0310.025-1600 'Victoria Tail'
Scale: 1/72nd **Status:** New Tooling
Type: Resin & Vac-form Clear
Parts: Resin 24, Vac 1 **Decal Options:** N/A
Manufacturer: Sharkits, Tel: 0148605882

Fiat G.59-4B



Technical Data

Kit: Fiat G.59-4B **Manufacturer:** Cunarmodel
Scale: 1/72nd **Status:** New Tooling
Type: Resin & Vac-form Clear
Parts: Resin 29, Clear 1 **Decal Options:** N/A
Source: MisterKit (Italy)
Tel/Fax: 0039 (0)2-8243791

Il'ya Muromets



Technical Data

Kit: Il'ya Muromets **Manufacturer:** ICM
Scale: 1/72nd **Status:** New Tooling
Type: Injection Moulded Plastic
Panel Lines: Engraved **Decal Options:** 3
Parts: Plastic 220, Clear 13
UK Importer: Pocketbond Ltd
Tel: 01707 391509 Fax: 01707 327466

Dewoitine D.520 'French Air Force'



Technical Data

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £8.95
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 33, Clear 5 & Poly Caps
Panel Lines: Engraved
Decal Options: 2 (GC III/6,5 & GC II/7)
U.K. Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
 Tel: 01903 765496 Fax: 01903 765178

The Kit

This is an all-new tooling of this pretty little French fighter. Moulded in the usual dark grey plastic used by Hasegawa, all the panel lines and rivets are engraved. You get two decal options, one clear sprue for the canopy and a poly cap for the attachment of the spinner to the fuselage.

Instructions

The usual fold-out type instructions contain an eight stage construction sequence, a list of parts, decal and painting guide and a list of paints required, though

these are coded to Gunze Sangyo and Mr Color ranges.

Construction

Assembly starts with the cockpit and though a little basic it is all but hidden under the one piece canopy. A decal is supplied for the instrument panel. Everything is straightforward and all the parts fit perfectly, with no filler used at all. The undercarriage is much like the cockpit, simple, but it will do. Two types of tail wheel are supplied but there is no explanation which one of the two should be used, the instructions just say 'optional'.

Accuracy

The dimensions of my reference show that the real aircraft should have a length of 28' 8.5" and a span of 33' 5.5". This model measures just under these dimensions and it is quite acceptable within the limits of a 1/72nd scale model.

Colour Options

Two colour options are offered, but the only difference between the two is the spinner; one is light grey, the other black. The main camouflage is light blue/grey under surface (AeroMaster 9101) and a three colour upper camouflage which consists of Brown (AeroMaster 9103), Dark Blue/Grey (AeroMaster 9100) and Khaki (AeroMaster 9102). At first glance the painting seems

fairly complicated but you can do as I did, which was to spray the under surface Dark Blue/Grey first, then mask it off when dry and then simply spray the whole of the upper fuselage grey. When this was dry I brushed on Humbrol Maskol, using the instruction diagram as a guide, and then sprayed Khaki, masked this when dry with Maskol, and finally sprayed on the Brown. When completely dry it was just a matter of peeling off all the Maskol and tape. Voila!! You will now have a tri-colour airplane. The build up of paint was not noticeable at the masking points, as it was sprayed on, but you do get hard edged demarcation lines. Failing all the above you can just paint it on with a brush!

Decals

With a gloss surface supplied using

Humbrol Gloss Cote the decals nestled down with a little solvent. The white parts of the decals are a little transparent though. A matt varnish was used to seal everything in, again, Humbrol was used, Matt Cote, logical eh?

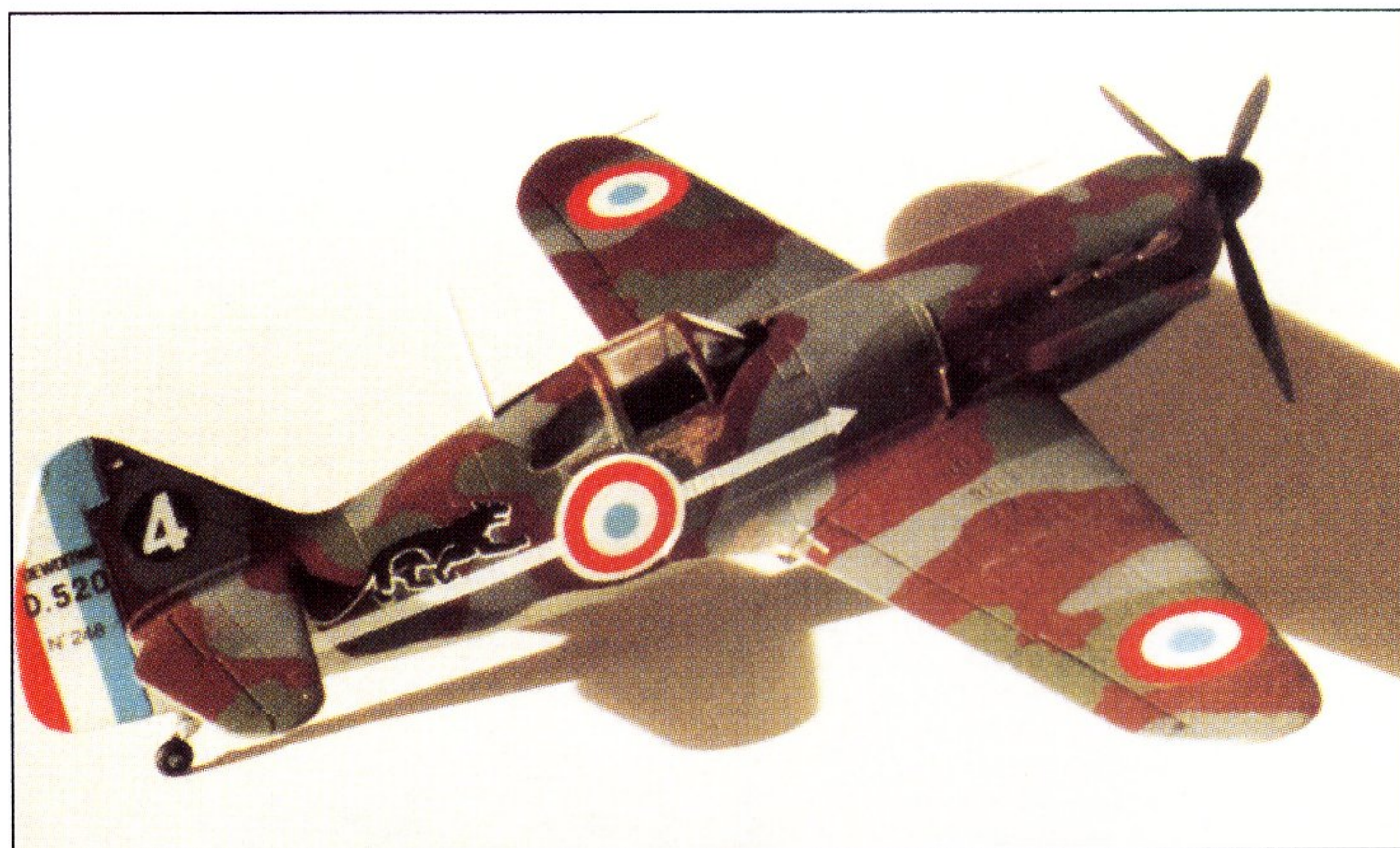
Decal Rating = 8/10

Conclusion and Recommendations

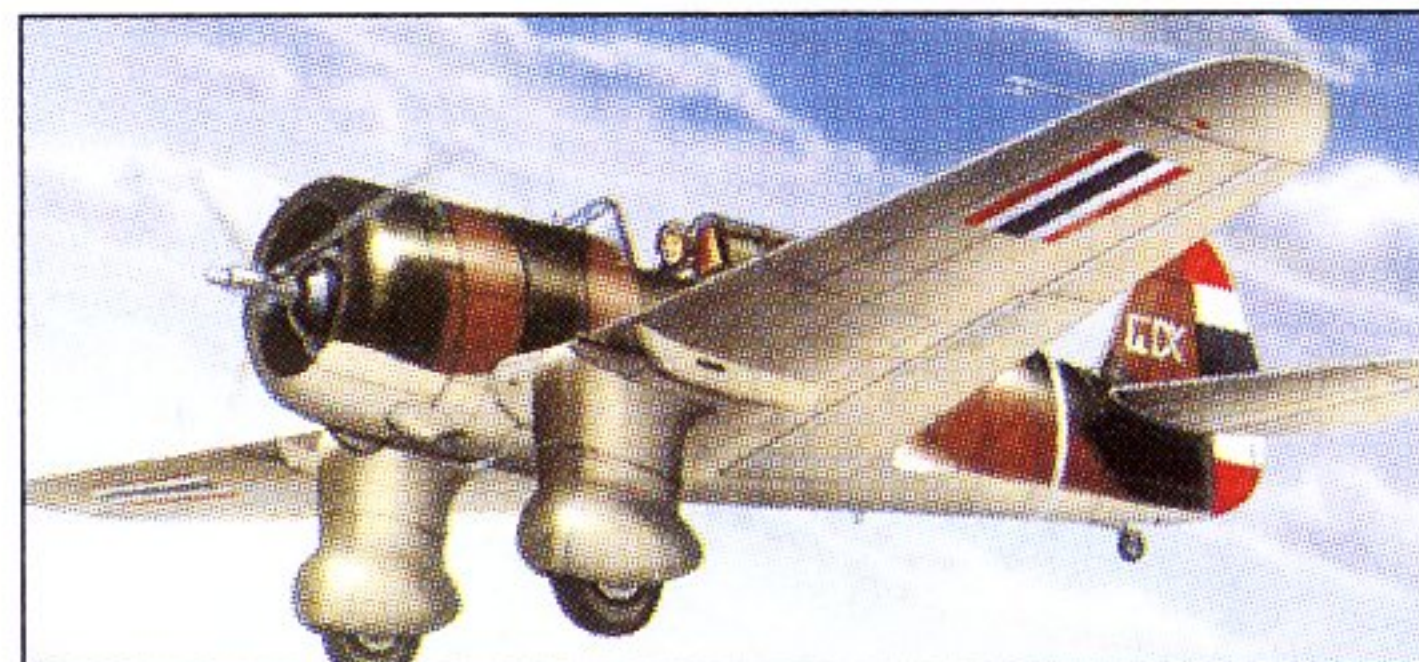
There is nothing about this kit to catch out the unwary and it is a good start for the complete novice. The only down side is a basic cockpit, but with a one piece canopy not a lot of it can be seen anyway. I can wholeheartedly recommend this kit to all.

My thanks to Amerang for the review sample.

Mark Turner



Curtiss 75H/N 'Thai Hawk'



Technical Data

Manufacturer: Signum
Scale: 1/48th **Price:** £TBA
Origin: Hobbycraft (Canada)
Status: Repackaging with new decals
Type: Injection Moulded Plastic
Parts: Plastic 62, Clear 8
Panel Lines: Engraved **Decal Options:** 2
Manufacturer: Przedsiębiorstwo EMPEX s.c., ul. Grabiszynska 57, 53-503 Wrocław, Poland
 Tel/Fax: + 071 724833
UK Source: Pol Models

The Kit

The Hawk 75 H/N which this kit represents was a cheap export version of the Hawk 75 with fixed undercarriage that was sold to China, Thailand and Argentina.

The model comprises sixty-two parts, very cleanly moulded in light grey plastic with engraved panel lines and 8 clear parts. The general quality of the parts is very good with no flash and only a few sink marks to deal with. The cockpit interior comes with a reasonable amount of sidewall detail which is perhaps a little shallow but still a lot better than none at all.

Instructions

These all come on one long double sided piece of paper which on one side is broken down into six main construction illustrations plus a few extra minor construction details, with all internal painting information annotated at each stage. Included in this part of the instructions are the options that are available for the two different versions. The other side of the instruction sheet gives you the two paint schemes, each with a four-view illustration.

Construction

The cockpit interior is the first area of construction to be tackled, including a well proportioned seat, seat frame and rear bulkhead. The interior of the cockpit certainly benefits from a dark wash and some dry brushing to bring out the moulded sidewall detail. Building then moved onto the fuselage halves which went together with no problems until the completed wings were brought up to the fuselage, whereupon a large gap at the upper wing root join was observed. The gap in this area was so large I actually rectified it by gluing a strip of plasticard to each upper wing joint, then cut it down to the wing profile before gluing the wing to the fuselage. This method worked very well and meant very little filler and sanding was needed. The lower wing to fuselage joint

wasn't much better and needed a fair amount of filler to hide the gaps.

Construction moved on to the engine which is very well detailed, the cowling was then built around this before fitting to the fuselage for a clean fit. This is the point at which a decision has to be made as to which version is to be completed, because there are two different sets of wheel spats, exhausts pipes and ordnance to choose from, dependent upon which Air Force you prefer.

The wheel spats again caused a problem with the join to the wing (both sets of spats were equally poor) and required filling for a good fit.

Construction was completed by fitting the sundry smaller parts such as antenna

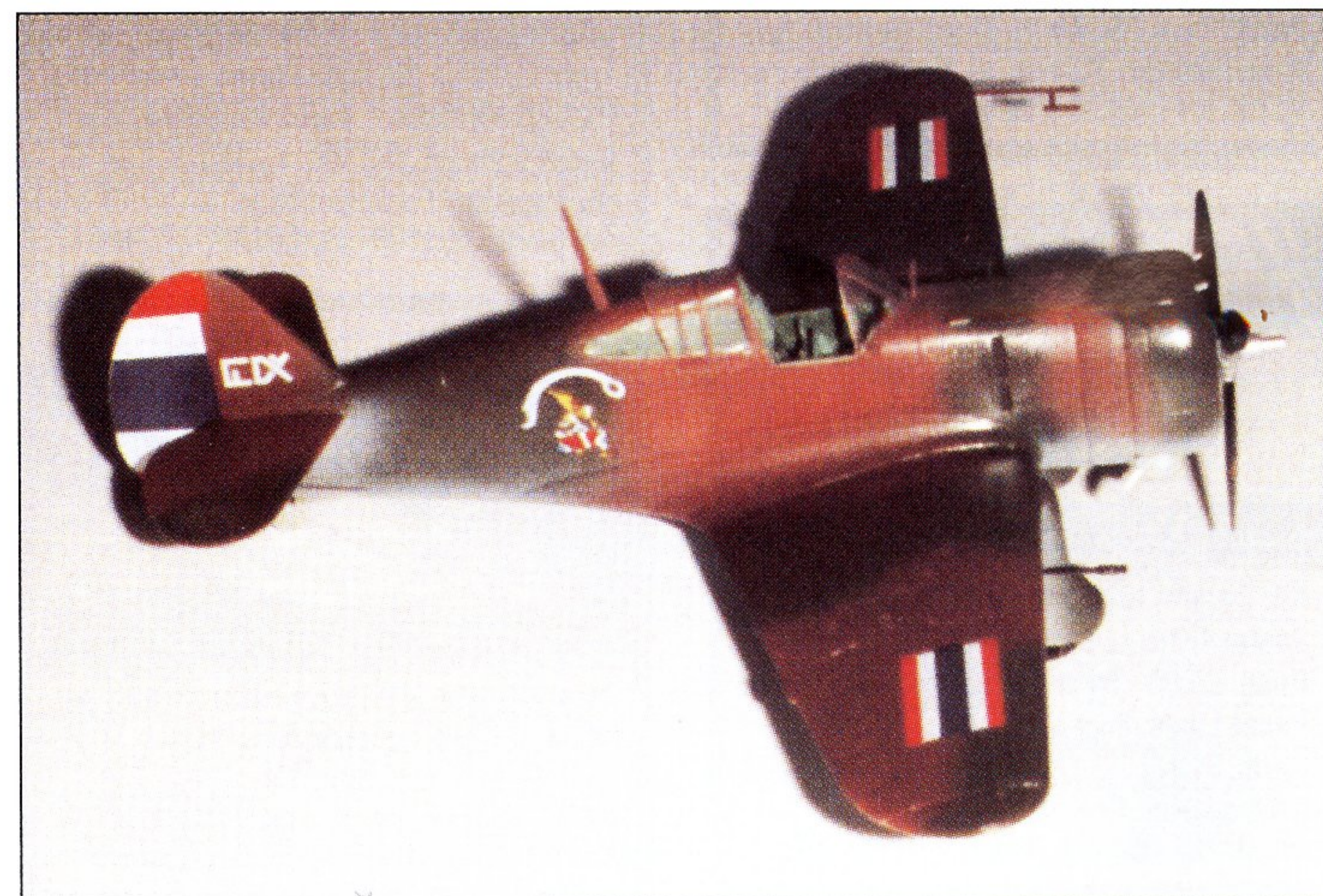
and gun barrels etc.

Accuracy

The kit scales out to a length of 28ft 9in and a span of 37ft 4in which compares very well to the actual aircrafts length of 28ft 7in and span of 37ft as quoted in 'The Illustrated Encyclopedia of Aircraft'. When the model is completed it certainly has the look of the original.

Colour Options

The model as quoted on the box top as being both the H and N versions, these being for the Chinese and Thai Air Forces respectively. The colours used are all quoted in both FS and Humbrol No.s which I always feel is very user friendly.



For the Chinese version it comes in a two tone colour scheme of Jungle Green and Neutral Grey.

I personally decided to go for the brighter Thai version which comes with an upper scheme of Hull Red and Olive Drab with a Light Grey underside for which I used Humbrol 160 (Red Brown), Xtracolor X111 (Olive Drab) and Tamiya XF-19 (Sky Grey).

Decals

The decals were just for basic national insignia with no stencils, they came with a matt finish and very little excess carrier film. On application I did find that some broke up in the water and those that didn't were very brittle when applied to the kit, so great care is advised at this stage. I used Johnsons Klear for varnish which seemed

to have no adverse effects on the decals.

Decal Rating =5/10

Conclusion & Recommendation

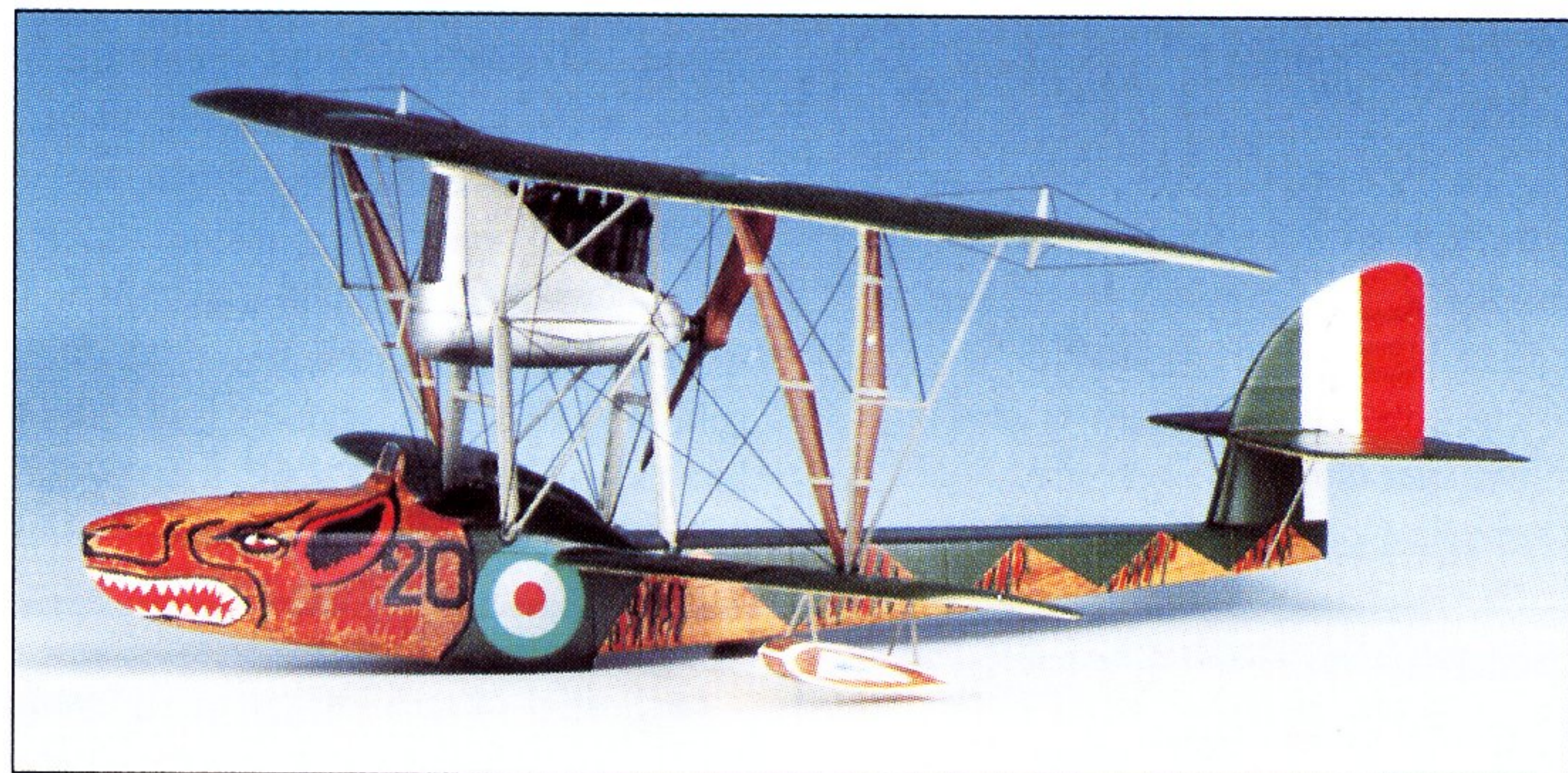
When complete this kit builds into a excellent representation of the original, containing a good level of detail at a very reasonable price. I feel that any modeller with a couple of kits under their belt and a

bit of patience with the initial construction problems will make an excellent model. A more experienced modeller should be able to turn this into a tremendous end product worthy of any modellers display case.

My thanks go to EMPEX s.c. for the review sample.

Stefan Good

Macchi M.5



Technical Data

Manufacturer: Hippo Models

Scale: 1/48th **Price:** £TBA

Type: Resin **Parts:** Resin 51

Decal Options: N/A

Manufacturer: Hippo Models, Zdenek Flégl, K.H.Máchy 574/372, Most 434 00, Czech Republic

UK Source: Aeroclub

The Kit

This kit comes in a very attractive box featuring a colour photo of the completed model on the lid and containing the 50 or so resin parts that make up this WWI Italian naval fighter. The parts are well moulded with very little flash and good surface detail. All the struts are moulded onto substantial formers that at first sight look as if they will be difficult to remove without damaging them. This proved not to be the case and the method did ensure they remain undamaged during transit.

The Instructions

These consists of a single A4 sheet with exploded views and easy to follow construction diagrams. Colour notes are included to supplement the picture on the box.

Construction

I started by washing all the parts with soapy water and then spraying the whole

lot with white primer before construction begins, as is now my normal practice with resin kits. The interior is the normal place to start and the beautifully moulded metal seat fits into the centre of the spacious cockpit. A forward bulkhead, instrument panel and floor are supplied, but a rear bulkhead will have to be scratch built and fitted. I painted the interior to represent varnished plywood, with the seat in grey and added some seat belts and control column from the spares box. The engine block is moulded in a single piece but then no less than ten separate exhaust pipes and other ironwork have to be superglued into position. This is the most difficult or fiddly part of the operation as all these bits are very small and are easily digested by the carpet! Once the engine is mounted in its gondola the assembly can be sprayed with 'Nissan Silver' prior to mounting above the fuselage. Very little filler was required on the fuselage and around the lower wing root or the tail assembly. The struts, once removed from their formers, fit easily onto the lower wing and need no trimming to get the top wing and engine gondola to line up and sit square. Superglue was used as the adhesive and on the resin used in this kit, acts almost on contact, making this last operation even easier.

The outer wing struts and tailplane supports are not supplied with the kit, so I

used 18 s.g. wire to scratch build these items.

Accuracy

The model measures 247mm in span and 167mm in length. The original was 11.9m in span and 8.06 in length. Therefore the length is bang on and the span is 5cm (at full size) too small! In other words the dimensions of the kit couldn't be much better. As for looks, well I have one very murky picture of the original and comparing the two, without my glasses on, there is a similarity. The kit looks just great!

Colour Options

Only one is suggested by Hippo. This features an upper in overall green with grey undersides and the most grotesque nose art I have ever seen. The sharkmouth has a snout and pointed ears to resemble a cross between a snake and the devil. Since there are no decals supplied for this, it will have to be hand painted. Not being a fan of such finishes and in this case the finish does little to show off this seaplane's graceful lines, I found a more sober scheme in Kenneth Munson's "Fighters 1914-19" by Blandford. (Data from this publication also). All wing surfaces are doped fabric and for this I used Humbrol 121. The fuselage is light grey and plywood, so Humbrol 64 and 63 were used respectively, the latter with a dash of white

to lighten the colour. Struts and the propeller were painted to represent mahogany and the outer struts were finished in light grey. The insignia and codes came from the spares box. The review model still awaits its rigging.

Decals

There are no decals supplied with this kit.

Conclusion and Recommendations

I really enjoyed building this kit and am delighted with the end result, even in my more sober colour scheme. A set of decals would be nice, especially for the devil's head nose art as the thought of having to paint this on by hand may put off the less experienced modeller and the cottage decal manufacturers are unlikely to be bringing out sheets of alternative markings for this rare subject.

This is the second kit available in the 1/48 range from this manufacturer and if future offerings remain at this standard then I'll be collecting a few more. This one was simple to build although looking quite complicated at first glance, makes an attractive and unusual addition to any collection.

Highly recommended.

My thanks to Hippo Models for the review sample.

Dan Claxton



Mil-4



Technical Data

Manufacturer: AER

Scale: 1/72nd **Price:** £6.49

Status: Reissue **Origin:** Unda (Moldavia)

Type: Injection Moulded Plastic

Parts: Plastic 67, Clear 16

Panel Lines: Engraved **Decal Options:** 3

Importer: Pocketbond Ltd

Tel: 01707 391509 Fax: 01707 327466

The Kit

KP issued the original Mil Mi-4 'Hound' kit

in 1994, but this is a different mould which has already been issued by the 'Unda' company, together with a Naval version issued under the 'Beta' and 'Toga' labels; all originating in the former Soviet state of Moldova. The kit is moulded in relatively thick grey plastic with engraved panel lines and surface detail. Most parts appear crude at first but there are some finely moulded parts as well. There is a certain amount of flash around some parts while others are quite clean.

Instructions

Construction is broken down into ten simple stages, with numbered parts, but the whole process appears on one side of an A5 sheet! There are no part-painting instructions or drawings to show the colour schemes or decal placement.

Construction

The cockpit is very basic with no real attempt at accuracy. The unrealistic pilot figures are moulded as part of their chairs

and have separate heads! There are no cockpit controls, although a decal is provided to simulate an instrument panel.

The two fuselage halves in my example were slightly warped and were not a particularly good match to each other. They are best joined at the tail first, and then along the top. There is very little underside detail so any resulting mismatch can be rubbed down without being obvious. There is a small locating hole on each side of the fuselage for the top of the main undercarriage support strut, but there are no clear locating points for the bottom part. The instructions indicate which side these sections are attached to, but careful study is needed to ensure the top strut comes down at a slight angle towards the back of the aircraft. The front undercarriage assembly is also a little vague and the lack of locating pins and holes makes it difficult to achieve the correct angles.



Accuracy

The kit captures the overall 'look' of the aircraft reasonably well and the dimensions are very close to scale. The 68' 11" rotor diameter is short by .25" at 11.25" when scaled down and the model height of 2.75" is also a little short of scale height of 17'. The fuselage length of 55' 1" is reduced to the correct scale length of 9.2".

It's the small details that let down the final appearance. The oversize main undercarriage struts and hand/foot holds, the undersize cabin windows and the poor cockpit.

Colour Options

The instructions do not include any painting guide and none of the box illustrations directly correspond to the decal options provided.

Decals

The decal sheet has stencils, serials and markings for Soviet, Indonesian, Albanian and Czechoslovakian machines as well as at least one I couldn't identify!

The decals themselves are printed on thin carrier film with a very matt finish. They take a lot of soaking to release them

from the backing sheet and they will break up if moved too soon. They also need careful handling once they are free or, again, they will break up or fold over during transfer to the model. However, they do adhere well to a gloss painted surface.

Decal Rating = 7/10

Conclusion and Recommendation

The quality of the moulding, the construction problems, the many minor inaccuracies and the need for good reference material to supplement the instructions make it very difficult to recommend this kit. Although if you can meet all these deficiencies, I am sure that a reasonable model would result from your labours.

My thanks to Pocketbond Ltd for the review sample.

Fred Tooke

Dornier Do 217K-2 c/w FRITZ X and Hs 293



Technical Data

Manufacturer: Italeri
Scale: 1/72nd **Price:** £7.25
Status: Revised Tooling
Type: Injection Moulded Plastic.
Parts: Plastic 150, Clear 6.
Panel Lines: Raised **Decal Options:** 2
Distributor: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 61721 Fax: 01442 240647

The Kit

This has been released for quite a while now and comes in grey plastic with raised panel lines and new wing panels for the extended wingspan appropriate for this version. Also incorporated are two Henschel Hs 293s and two Fritz-X guided bombs. All the parts are flash free and the clear parts are acceptably clear, though they are left to wander around the box, so a few faint scratches were evident.

Instructions

These are the fold out type which contain a brief history, colour guide for painting purposes and a sixteen step construction sequence.

Construction

This starts with the cockpit for which two crew figures are provided if you wish to use them. A small decal is provided for the instrument panel which sits on the left hand side of the control column. I am not sure though if this is the correct method of attachment as per the real thing.

This model is in fact the 'normal' K version, so Italeri have provided new moulds to represent the longer wingspan, but to attach these new parts you will have to separate the old wingtips first. This is in fact easier than it sounds because there are deep score lines on the inside of the moulds. You will get a better fit of these new parts if you join the upper wings and lower wings together first, then, attach the two halves as per normal kit construction. Even so, a small step is noticeable at the join, so a little sanding with wet'n'dry was required to smooth things out a touch. Everything else goes together without fuss, but it is best to leave off all the small parts until after painting. As far as the weapons go, these are accurately represented but the rear fin is reversed on the Fritz-X, the small slot should be towards the rear. Four pylons are provided, two for each weapon, the ones required for the Fritz-X needs to be adjusted by removing plastic from the fuselage side of the mating face, this will allow the pylon to sit more perpendicular to the ground.

Accuracy

This model in its original K version was

quite accurate, and the addition of the new wingtips for the long span version has not changed this fact.

Colour Options

Italeri quote Model Master paints or FS numbers, but not RLM codes. I used Humbrol Coal Black for the under-surfaces and used a mix to achieve the medium green and dark green for RLM 70/71. I used Humbrol enamels throughout.

Decals

Two versions are provided, both for the Mediterranean theatre of war. Each image is well produced and shows no registration problems. Minimal carrier film only is visible. No swastikas are provided though.

Application of each image was achieved with the use of Decal Set and Sol solutions and there was no adverse reactions by them to this.

Decal Rating = 8/10

Conclusion & Recommendation

A thoroughly worthwhile investment to all but the extreme beginner. After looking through one of my airplane books I noticed a photo of a Do 217K-2 with all four pylons fitted, the instructions tell you to fit the two which are appropriate for the type of bomb being modelled. (I don't think that the bombs were mixed, but I have no evidence to prove otherwise.).

Thoroughly recommended

My thanks to Richard Kohnstam Ltd for the review sample

Mark Turner



F-16A Thunderbird Flight Display

The Kit

This kit came as a shock when I opened the large box it came in, as there were four models to make in the one box. The sprues are moulded in a light grey plastic with recessed panel lines, however there is a lot of flash on the parts especially the smaller



Technical Data

Manufacturer: AMT
Scale: 1/72nd **Price:** £32.50
Status: Repackaging with new decals and a display stand
Type: Injection Moulded Plastic
Parts: Plastic; 298, Clear; 4 + Display Stand
Panel Lines: Engraved **Decal Options:** 1
UK Importer: AMT/Ertl (Europe), Falcon Rd, Exeter. EX2 7LB
Tel: 01392 445434 Fax: 01392 445822

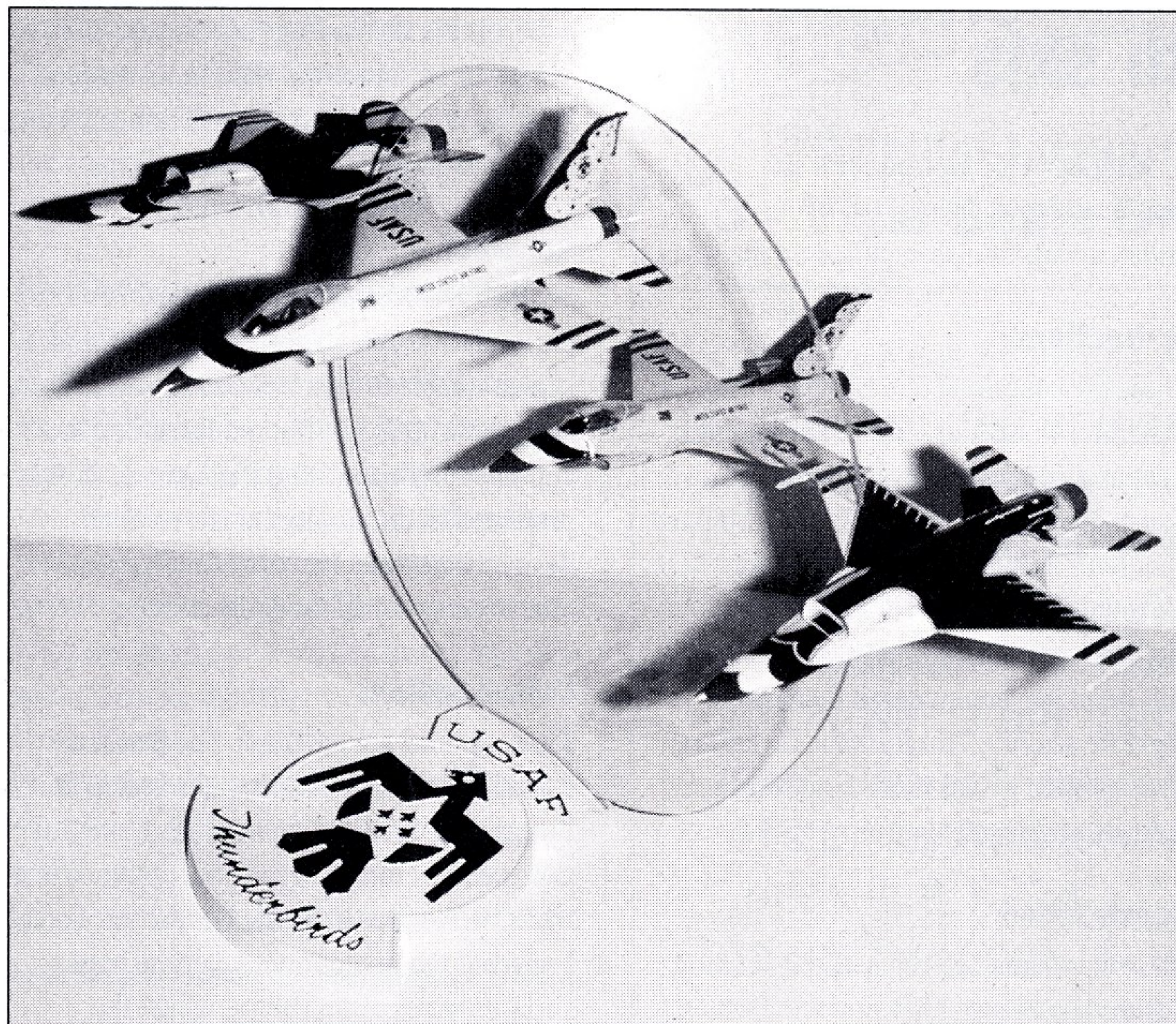
ones, which will need cleaning before construction commences. The components total 298 parts plus the four clear canopy parts, of which a large proportion will need relegating to the spares box as the kit is designed to be in a flying attitude, plus the fact that a lot of ordnance parts are included which are of no use unless the USAF has changed its flying displays to include weapons demonstrations.

Instructions

The instructions come on a large sheet of paper on one side of which are nine clear construction illustrations, on the other side is a four-view painting and decal application diagram and a short history of the Thunderbirds. This short history is an area of concern to me as it states that your kit contains an F-100D and a F-4E, so obviously this part has been lifted from another kit without any thought for what it actually says!

Construction

The construction begins as usual with the cockpit area, which consists of a basic seat representation plus a control column, all the instrument consoles are decals which I personally dislike as they never look as realistic as raised detail. I moved on next to the lower fuselage and air intake which just needs a touch of filler. The upper and lower fuselage are joined next after quite a bit of cleaning, then the upper fuselage spine (part 46), which has been designed to cover the fact that this kit must come as a two seat option, is added but I had to use a lot of filler to get a good finish to the fuselage due to the gaps in this area. Construction then moves onto the wings, fin and stabilisers which go together without much filler being needed, again after cleaning up of these parts is required before assembly. The instructions then move onto the undercarriage which will



not be needed with this kit, so the spares box will get a lot bigger considering there's four of everything to go in there. All that is required now is to add the undercarriage doors with some filler to get a flush finish.

Accuracy

The F-16A according to Jane's Encyclopedia of Aviation has a span (over missile launchers) of 31 ft and a length of

47 ft 7 in. The model scales out with a span of 31 ft 6 in and a length of 48ft which is close enough for me.

Colour Options

This part of the model is probably the most important due to the subject matter, what can I say but you only get one paint scheme and it's all white. I used Tamiya gloss white acrylic as I find it sprays better than white enamel.

Decals

The decals come on four separate sheets, one for each plane, finished in gloss with only a small amount of carrier film, but they are very opaque. They are thicker than I would normally like, but they do go on the model very well, especially as I needed to move them about quite a lot while trying to get the bird shape correct on the underside. The decals have been made so that they come in many pieces to make the overall design, which I must say worked very well as they all fitted together perfectly. I set the decals down with Johnson's Klear which drew the decals well into the panel lines.

Decal Rating = 9/10

Conclusion and Recommendation

If it's the ultimate F-16 model you're looking for, look elsewhere, if the fact it's an acrobatic team is of more interest to you I'd give this kit a go as it was certainly good fun after I got over my initial scepticism about such a kit. Whatever you do don't buy it if you don't like decalling as it took days to get this bit of the kit complete. I feel that any level of modeller could build the models but some decalling experience would be useful to complete the model successfully.

My thanks to AMT/Ertl for the review sample.

Stefan Good

Siebel Si 202



Technical Data

Manufacturer: Lumír Vesley
Scale: 1/72nd Price: £TBA
Status: New Tooling
Type: Resin & Vac-formed Clear
Parts: resin 13, Clear 1
Panel Lines: Engraved Decal Options: 1
Manufacturer: Lumír Vesley, Konevova 174, 130 00 Praha 3, Czech Republic
UK Source: Swan Model Engineering

Instructions

As I have already mentioned, there are not any as such, just the little sheet with the historical and marking notes. Due to the minimal amount of parts in the kit however, this isn't too much of a burden.

Construction

I suppose the best area to start with is the cockpit. This consists of nothing, to be honest! There is an odd looking piece of resin which I assumed was the instrument panel, but due to the lack of any detail on it I chose not to use it. I fashioned two seats from plasticard and two control columns from stretched sprue. This area was then painted light grey and the rather cloudy canopy was attached. There was a small step which ran along both sides of the lower fuselage and these had to be removed using wet'n'dry. Do not worry about any loss of detail in this area, as there are only a couple of recessed panel lines and these can be re-applied if you so desire. Whilst I was rescribing, I also deepened the joins on the control surfaces.

The worst part of the assembly was the undercarriage, this is very delicate and the resin used is very brittle (not a good combination). Superglue was used on all the mating parts, in the hope that I could obtain stronger joints.

As already said the canopy isn't very clear and it sat a little too low onto the cockpit sills. A little surgery will be required if you want that perfect fit.

Accuracy

My 'Jane's Book of WWII' only gives a brief

history of the Si 202 and the measurements for the 204, which is a very different machine indeed. Going by the other Lumír Vesely products though, I believe this to be an accurate model.

Colour Options

Only two are given, and they are an overall RLM 02 machine prior to 1943, or RLM 63 after 1943. I painted mine RLM 02, using Tamiya acrylics and the yellow fuselage band with Humbrol enamels. Due to the fact that this airplane was intended as a sports monoplane I guess any colour could be used which was available at the time. (1938 onwards).

Decals

One option here, NA+OM. The decals are definitely the highlight of this kit,

beautifully thin, good register and colour. They went on well to the gloss surface (Halfords Clear Lacquer) and only needed a little decal solution to really stick 'em down.

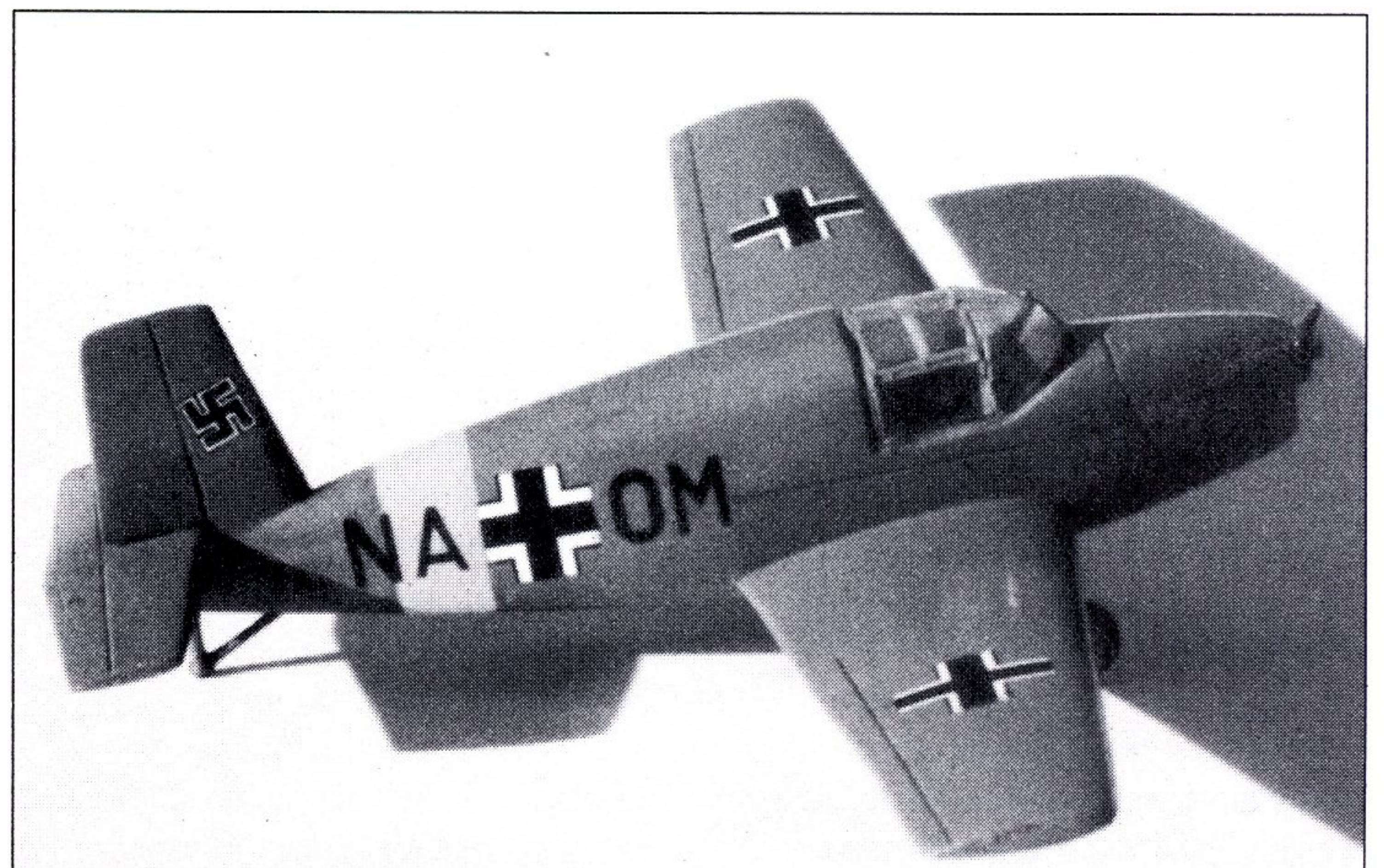
Decal Rating = 10/10

Conclusion and Recommendation

Not too difficult to assemble if care is taken, but the biggest job is to find reference material. A pretty little model could be yours if you wish to civilianise the colour scheme, or even leave it as modelled, the choice is yours! Due to the obscurity of this airplane I can only recommend it to the 'Must haves'.

My thanks to Lumír Vesely for the review sample.

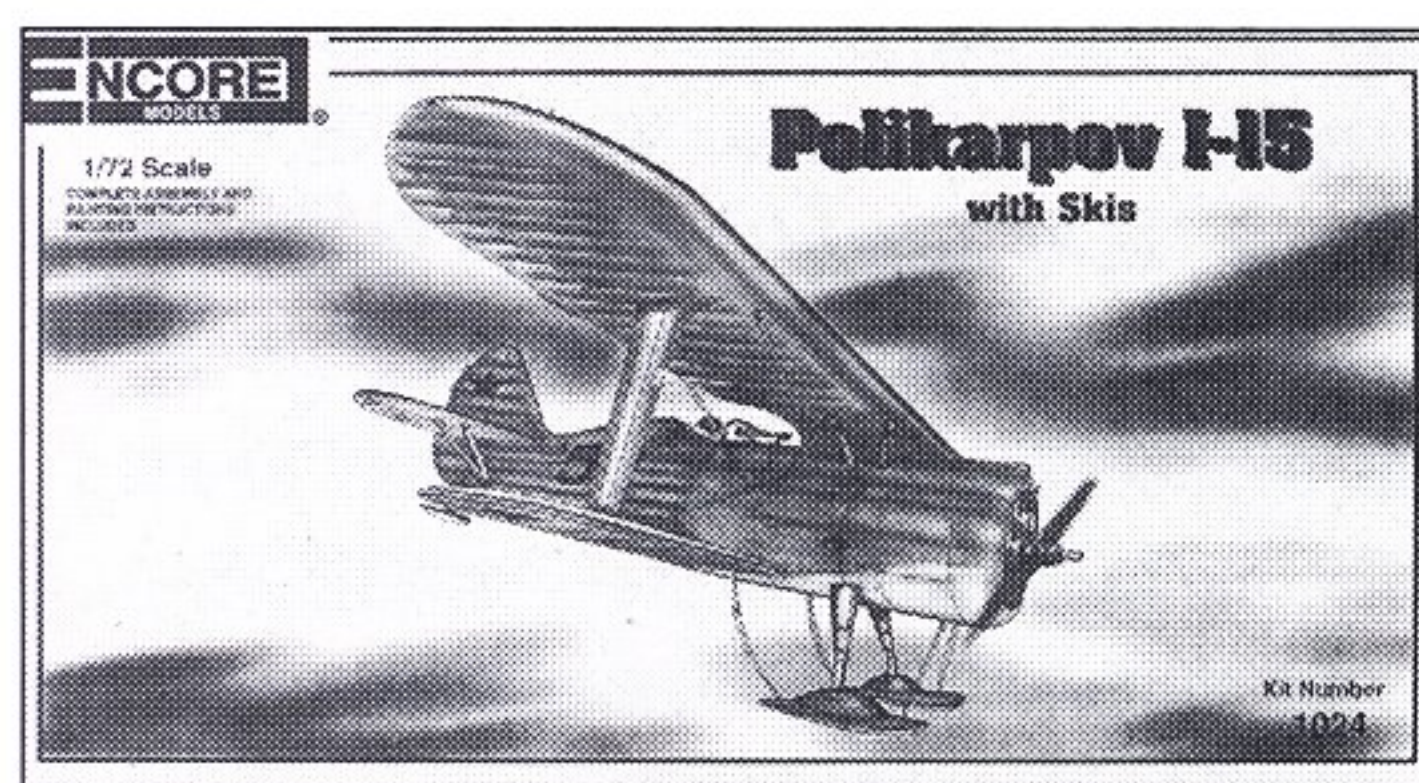
Mark Turner



The Kit

This kit comes in a small, but rugged, flip-top box and contains an almost finished model cast in dark green resin. The wings and fuselage are already moulded together, this only therefore leaves the tail, horizontal stabilisers and undercarriage to assemble. These latter parts are sandwiched in a thin layer of resin. The rest of the boxes contents include a decal sheet, one clear vac-formed canopy and a small piece of paper containing historical and colour notes on the type and a list of reference material which will be of great use to the potential builder, if you can obtain them.

Polikarpov I-15 with skis



Technical Data

Manufacturer: Encore
Scale: 1/72nd **Price:** £8.99
Status: Repackaging with new decals and optional parts
Origin: ICM (Russia)
Type: Injection Moulded Plastic
Parts: Plastic 41, Clear 1
Panel Lines: Engraved
Decal Options: 5 (2 Finnish, 3 Russian)
Manufacturer: Encore, Squadron Products, 1115 Crowley Drive, Carrollton, Texas 75011-5010, USA
UK Importer: Pocketbond Ltd
 Tel: 01707 391509 Fax: 01707 327466

The kit

This kit comes in a sealed transparent bag within a large cardboard box, additionally a small paper envelope contains a sheet of decals and the smallest, neatest and most elusive windscreen I've come across to date.

The components carry restrained detailing but with some slight flashing which is no problem to remove. The fuselage halves in the cockpit area contain structural framing, and the cockpit area is well detailed with floor, rear bulkhead, pilot's seat, control column and dashboard, and even more fuselage framing forming virtually a cockpit cage. Unhappily this is all hidden when joining the fuselage halves.

Although this kit features a ski undercarriage, a spatted wheel undercarriage is also supplied on the sprues.

Instructions

These are contained in a two page, A4 brochure, on all four sides. They are both clear and comprehensive. A large detailed sketch, basic historical data, and a kit parts plan both numbered and annotated. These are followed by seven clear assembly diagram stages, and finally colour schemes and decal placement detail for three separate aircraft. Two Russian, including one captured by the Finns, and thirdly a Finnish Air Force example.

Construction

All components will repay slight sanding. Ensure you locate safely that windscreen item!. It has all-rounded surfaces, touch it with tweezers and you will spend the next hour on hands and knees searching for it!. With the sanding complete the simple construction sequences commence.

The engine cowling is in four separate curved portions, and they house the exhaust collector ring. I had trouble here but a degree of adjustment and filler won the day. Consider omitting the exhaust collector ring, and just use the external exhaust pipe, it worked for me anyway. Another problem was the tiny propeller retaining ring and the thick propeller stem, which was quite useless. I suggest you push the propeller into the engine item, then apply a warm nail head to the internally projecting prop stem and flatten it.

As already mentioned, the cockpit assembly detail is very good, but invisible

after joining the fuselage halves, and this area seemed somewhat fluid in its vertical locating. I promise, no one will notice if you choose to simplify this particular item.

Accuracy

My own records did not cover this particular version in great detail, so I find myself unable to comment on the overall accuracy of this kit. The manufacturer's approach to this kit, and the fact that it was produced in the country of the original design does make me confident in the overall accuracy of the finished item.

Colour Options

Three options are provided. The first is a Russian Air Force machines, the second a Russian Air Force example which was captured by Finns and the final option is one which was operated by the Finnish Air Force. I selected the first option. All of the upper surfaces were painted white, whilst the under surfaces were pale blue grey. As with most Russian types, the cockpit interior was a light grey-green. I utilised colours from the

Humbrol range for the above scheme.

Decals

Having gone for the white and blue-grey option, this machines has simple markings of just red stars and red coding, but to me it was quite irresistible. No stencilling or squadron badges are included on the excellent little decal sheet in this kit and I applied all of the with the use of Model Set without encountering any problems.

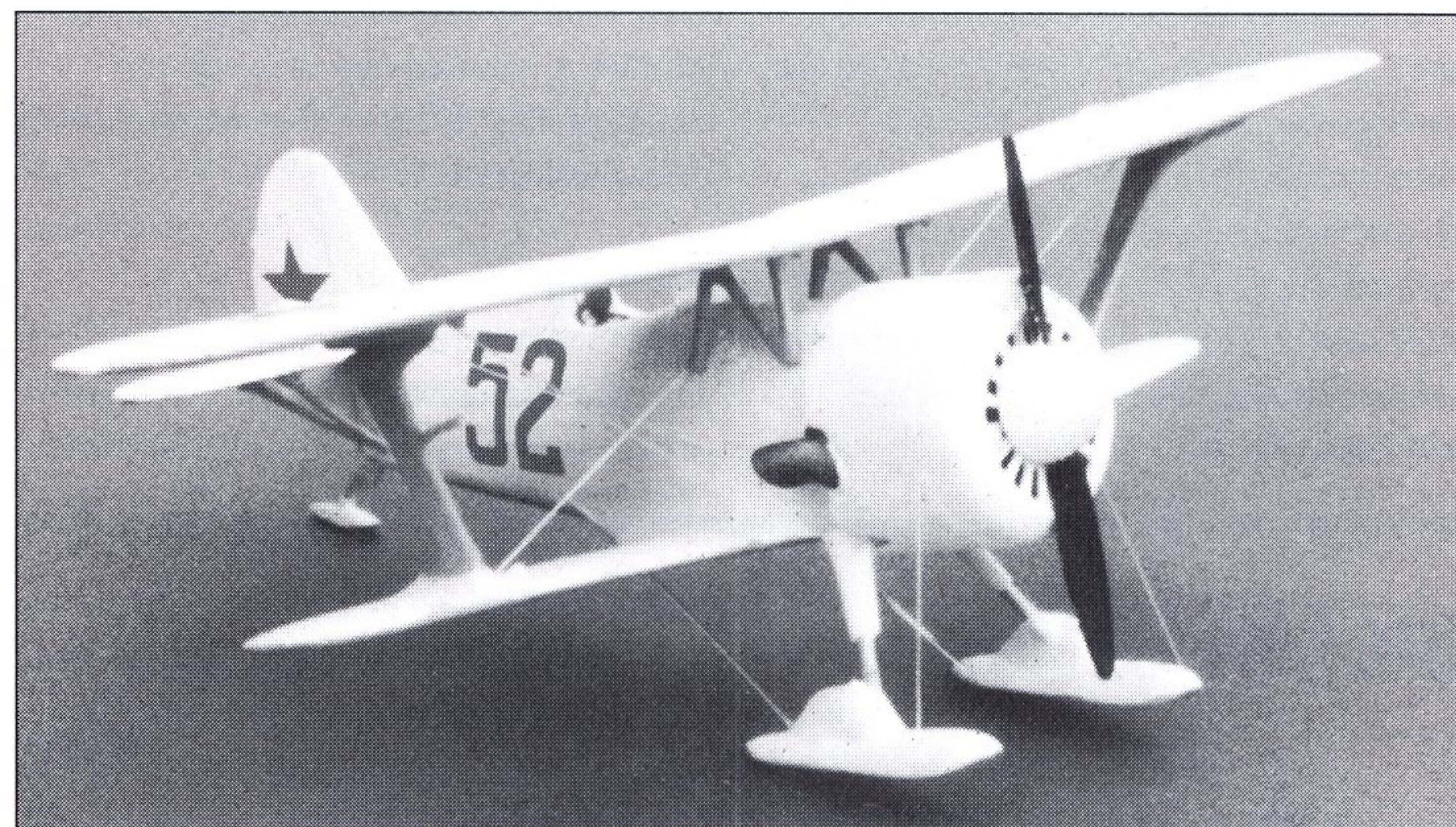
Decal Rating = 8/10

Conclusion and Recommendations

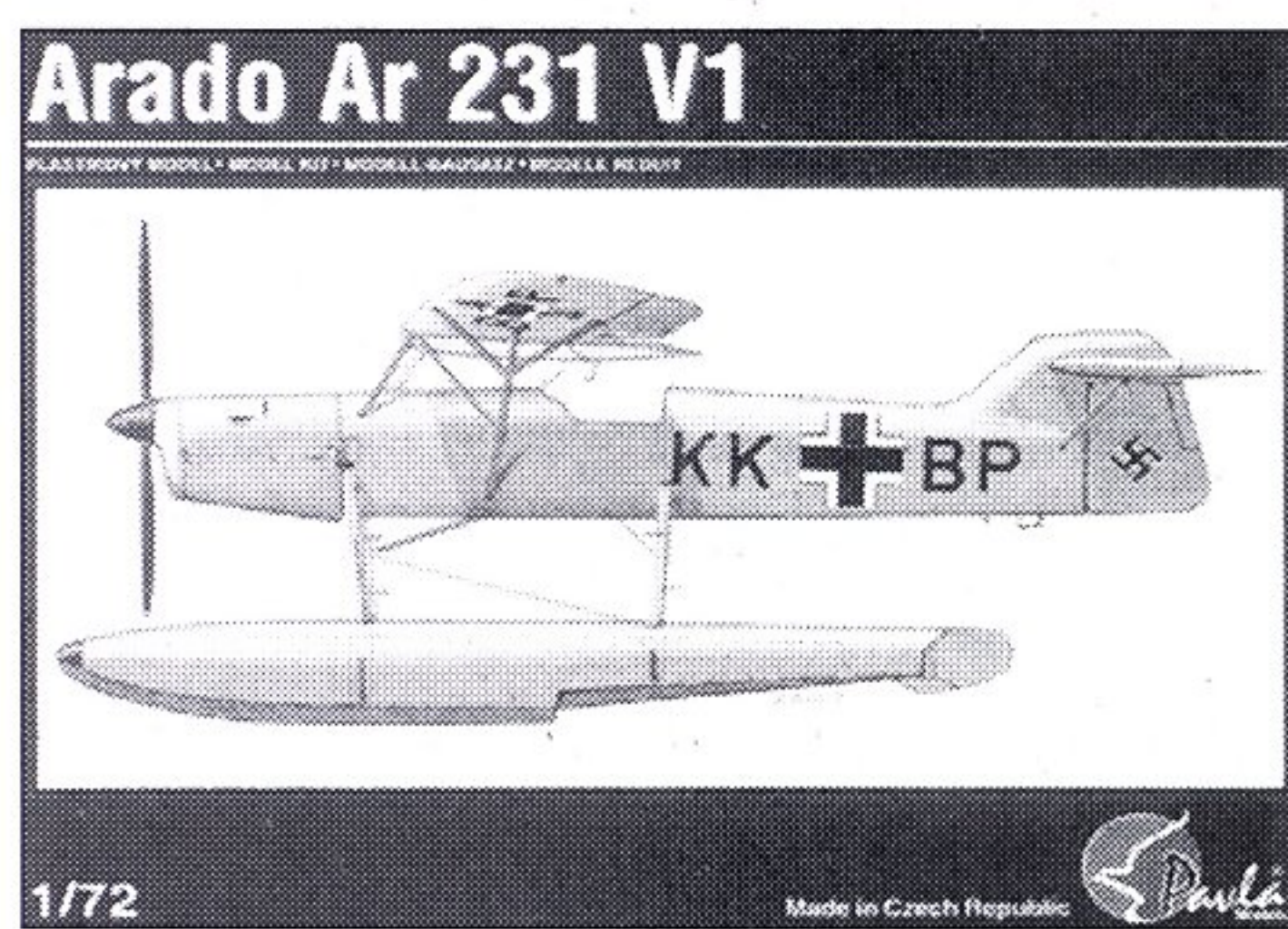
I found this kit enjoyable to construct despite my rudimentary knowledge of it. Fitted with skis, painted in white and pale blue complete with red decalling it makes its presence felt on the model line up. The rigging is not too complex and as always makes that difference to any completed biplane. Recommended for all modelling skills.

My thanks to Pocketbond for the review sample.

Sydney Parker



Arado Ar 231 V1



Technical Data

Manufacturer: Pavla Models
Scale: 1/72nd **Price:** £TBA
Status: New Tooling
Type: Limited Run Injection Moulded Plastic, Etched Brass & Clear
Parts: Plastic 39, Etched 26, Clear 2
Panel Lines: Engraved
Decal Options: 1
Manufacturer: Pavla Models, Kubelíkova 9, 709 00 Ostrava, Czech Republic.
 Tel/Fax: + 420 69 5116
UK Importer: H.G. Hannant Ltd

The Kit

This kit comes securely packed in a cardboard box bearing a large coloured side view of the aircraft on the lid. The kit parts are contained within a large sealed plastic bag, containing yet another bag which houses

an excellent etched brass sheet, two vac-formed windscreens (one being a spare) and a decal sheet protected by a piece of stiff card.

All plastic parts are finely detailed with recessed panel lines and fabric covered control surfaces represented. All components carry a modicum of flash and the feeder stems are all quite thick, typical of any limited run injection plastic kit. However, with care, and a little sanding of some items no real problems arise, although I suggest that some small struts are more easily and simply replaced rather than cleaned up.

Instructions

A four page, A5 size brochure professionally composed with the obvious knowledge of an experienced modeller and draughtsman. Featured in the instructions is a brief history of the aircraft, clear layout plans of the kit parts including that of the etched brass sheet, all meticulously numbered. This information is followed by nine large assembly stage drawings, four view layout plans indicating detail and decal placement and lastly a 1/72nd head-on view indicating strut and wing angles. (When did you last see a head on view of an aircraft in a kit?)

The instructions also feature two amusing cartoons of the aircraft in assumed operational use. Altogether a welcome break from some of the poor, even non-existent,

instructions that appear from time to time.

Construction

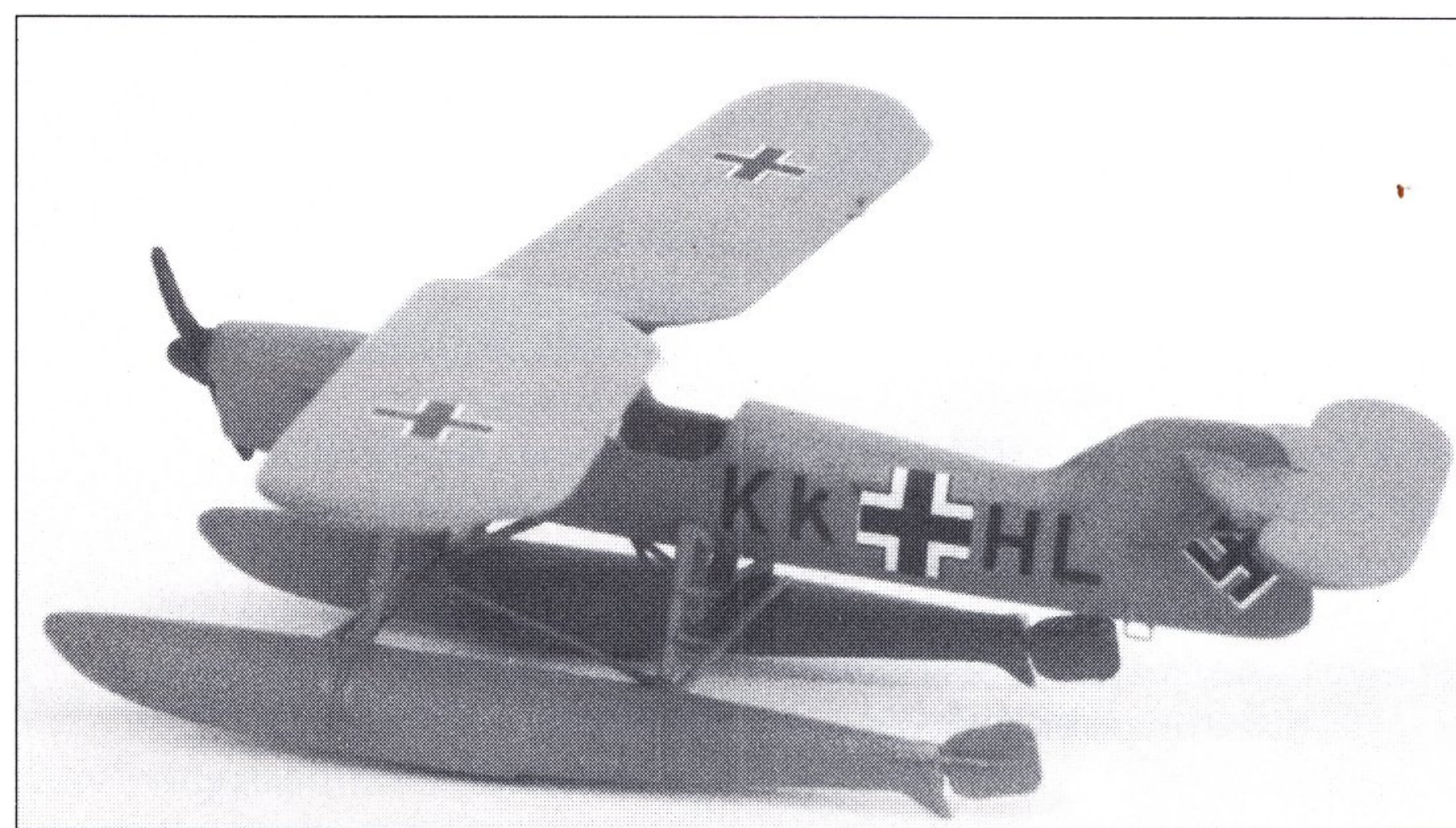
Basic assemblies are problem free, but as commented on earlier in the general kit notes, "struts and more struts". Struts everywhere at all angles, but those excellent assembly drawings clarify their locations to perfection. As always take the steps easily, spread over several sessions, and most importantly before commencing strut assembly note the slight 'dimples' everywhere. They are the almost invisible strut location points, turn them into holes and save your sanity...

A useful tip for fixing the floats to the

underside of the fuselage is to locate the floats accurately in strips of plasticene, then lower the fuselage onto the floats having firstly tipped the float/fuselage mounting struts with superglue. I also reinforced the float tail/etched brass water rudder joints, as razor edged joining surfaces are not dependable.

Accuracy

Until this kit arrived I didn't know the type existed. My quite comprehensive records cover only operational aircraft. This aircraft doesn't rate a mention even in the most authoritative of references. The kits resumé and drawings however, together with the professionalism of



the drawings lead me to assume that the finished item is acceptably accurate.

Colour Options

This machine was overall RLM 02 (Grau) and that's that. I wondered if the swastikas were contained in a red sash, and if the float bottoms were silver. I may never know. Certainly the RLM 02 from the AeroMaster 'Warbird Acrylic' range does make this quaint aircraft very photogenic.

Decals

These comprise a full set of German markings with two alternative sets of aircraft codes and propeller blade motifs, but no stencilling and no red warning strips on the floats, although they feature in the coloured lid illustration. The decals are by Propagteam, and as you would expect are crisply printed have minimal film and were

applied trouble free with a little Micro Set. There was negligible silvering, but surprise, surprise, the swastikas shattered, so back to the emptying spares box.

Decal Rating = 7/10

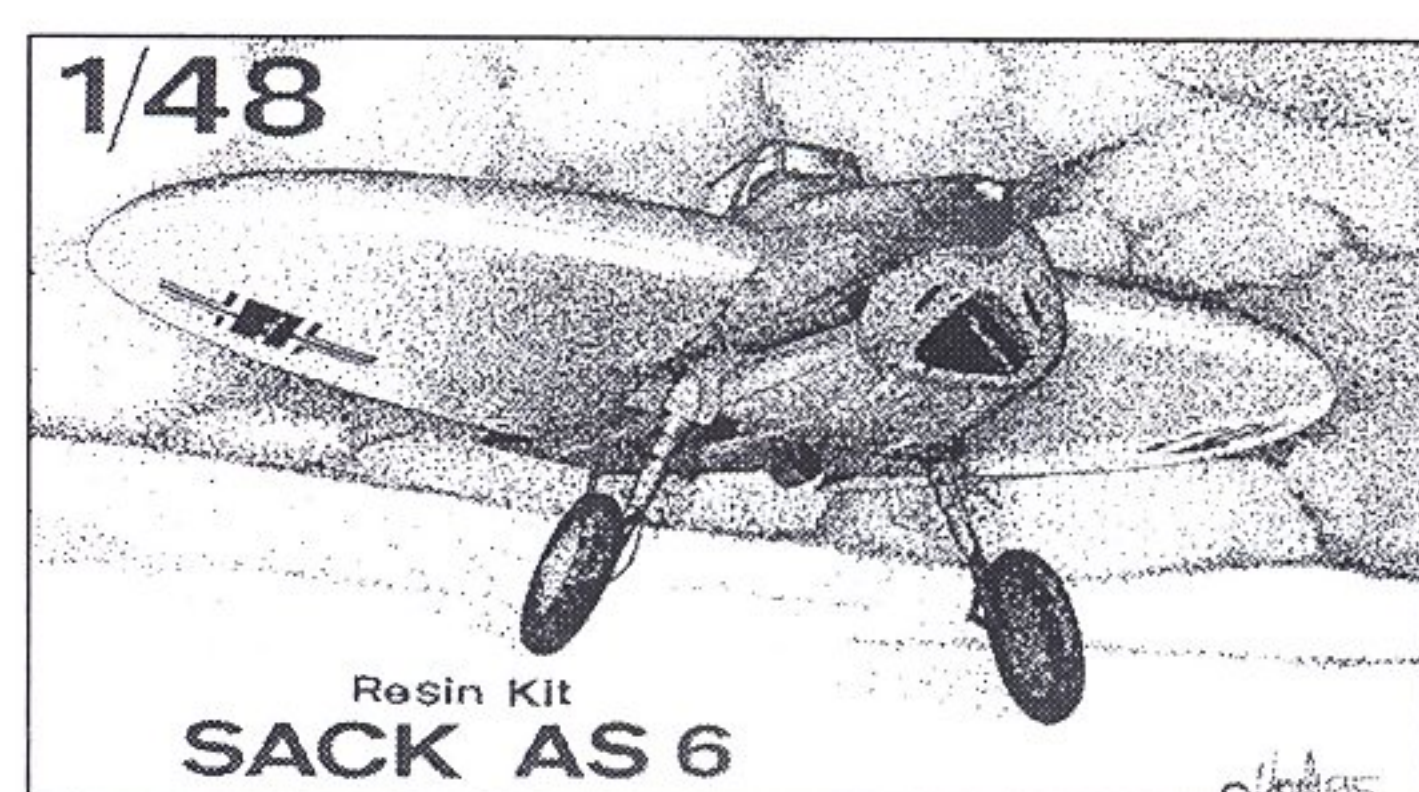
Conclusions and Recommendation

It is worth mentioning I feel, that this aircraft was the first of only six built to be carried (folded) by U boats. Very much 'clothes horse' folding technology. The kit was fun to construct and was produced in a very competent manner. The complex strutting makes it advisable to recommend it for the advanced modeller, or perhaps also to the average modeller who likes to live dangerously.

My thanks to Pavla Models for the review sample.

Sydney Parker

Sack AS6



Technical Data	
Manufacturer: Lumir Vesley	
Scale: 1/72nd	Price: £TBA
Status: New Tooling	
Type: Resin, Metal, Etched Brass and Vac-formed Clear	
Parts: Resin 16, Metal 3, Etched 1, Clear 1	
Panel Lines: Engraved	
Decal: 1	
Manufacturer: Lumir Vesely, Konevova 174, 130 00 Praha 3, Czech Republic.	
UK Source: Swan Model Engineering	

The Kit

This is a very compact kit of few parts, resin items consisting of essentially a crisply moulded disc, a shaped nose engine block, a casting sheet of resin containing easily removable wheels, tail assembly, cockpit controls and a separate pilot's seat with engraved seat harness.

Additionally there are two transparent envelopes, one contains a white metal two blade propeller and main undercarriage legs and the second contains a set of decals and an etched brass instrument panel fret. Finally there is a vac-formed cockpit canopy

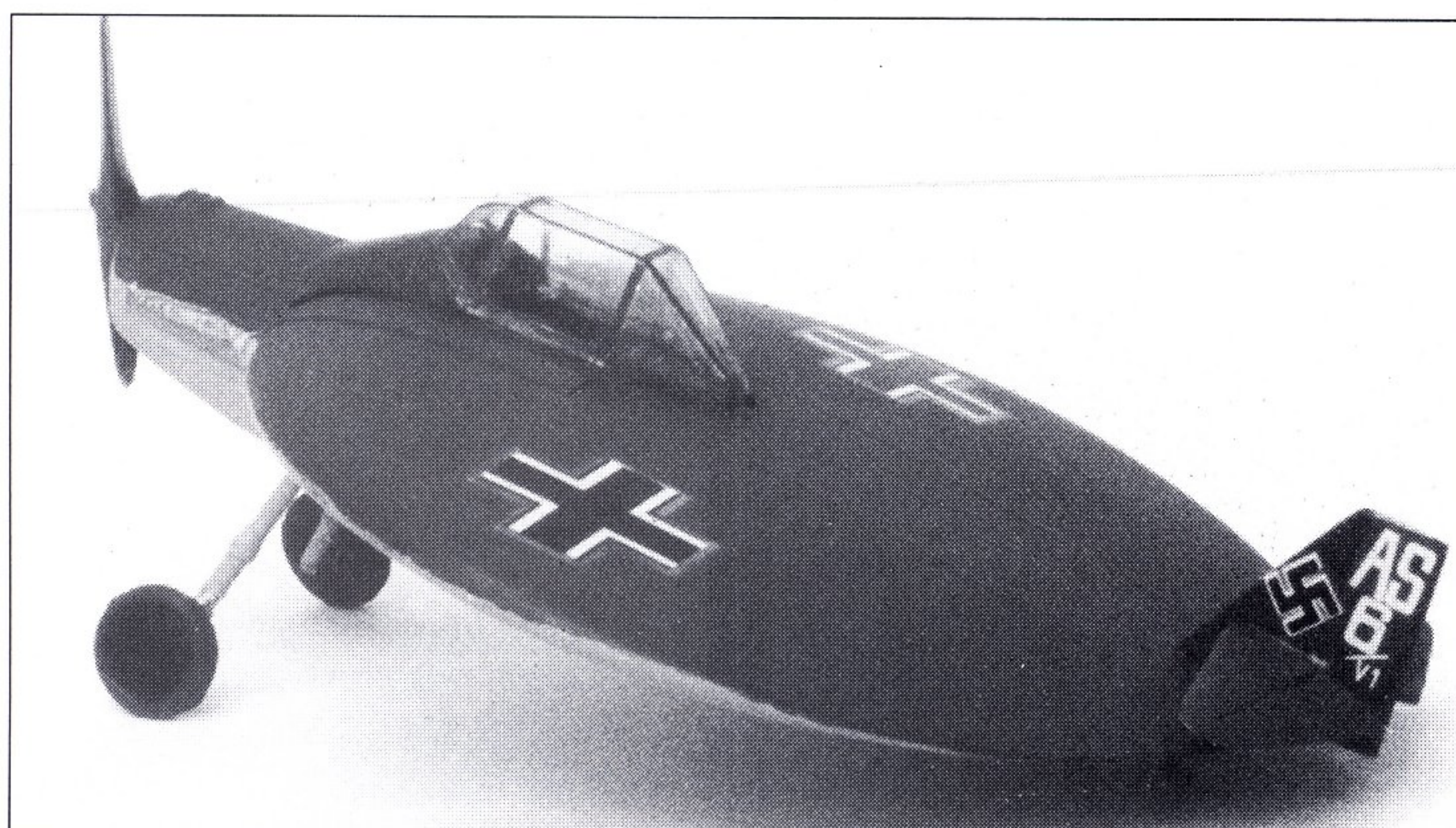
of moderate clarity.

Instructions

These consist of one side of a sheet of paper, roughly foolscap size, featuring a three quarters front view sketch, a side elevation and a brief resumé in English of the aircraft's history, together with dimensions and a colour scheme. Cockpit details are non-existent, or more probably very simplistic for this one off aircraft. The data in fact informs us that only one example was built, and refers to it as "an absurd construction". No comment.

Construction

This has to be one of the quickest kit assembly exercises that I can recall. Some very slight cleaning up of the various parts, then off we go... First of all the engine nacelle block and propeller are joined to the wing/fuselage. The tail unit follows, but you can't get the tailplane through the fin cut out, at least not until you cut the tailplane in half. Next comes the cockpit area and here you add the cockpit seat and details and this is followed by the fitment of the undercarriage legs, wheels and a tailskid. (That's right a common or garden tailskid) Finally, you cut out and add the vac-formed canopy. Various small items need cutting from the resin casting sheet, i.e. pitot heads and rudder pedals. This is not really practical however, as they are so fragile, so some scratch building will be required. That canopy will need care in fitment, as the join sits on the wing and this means its base



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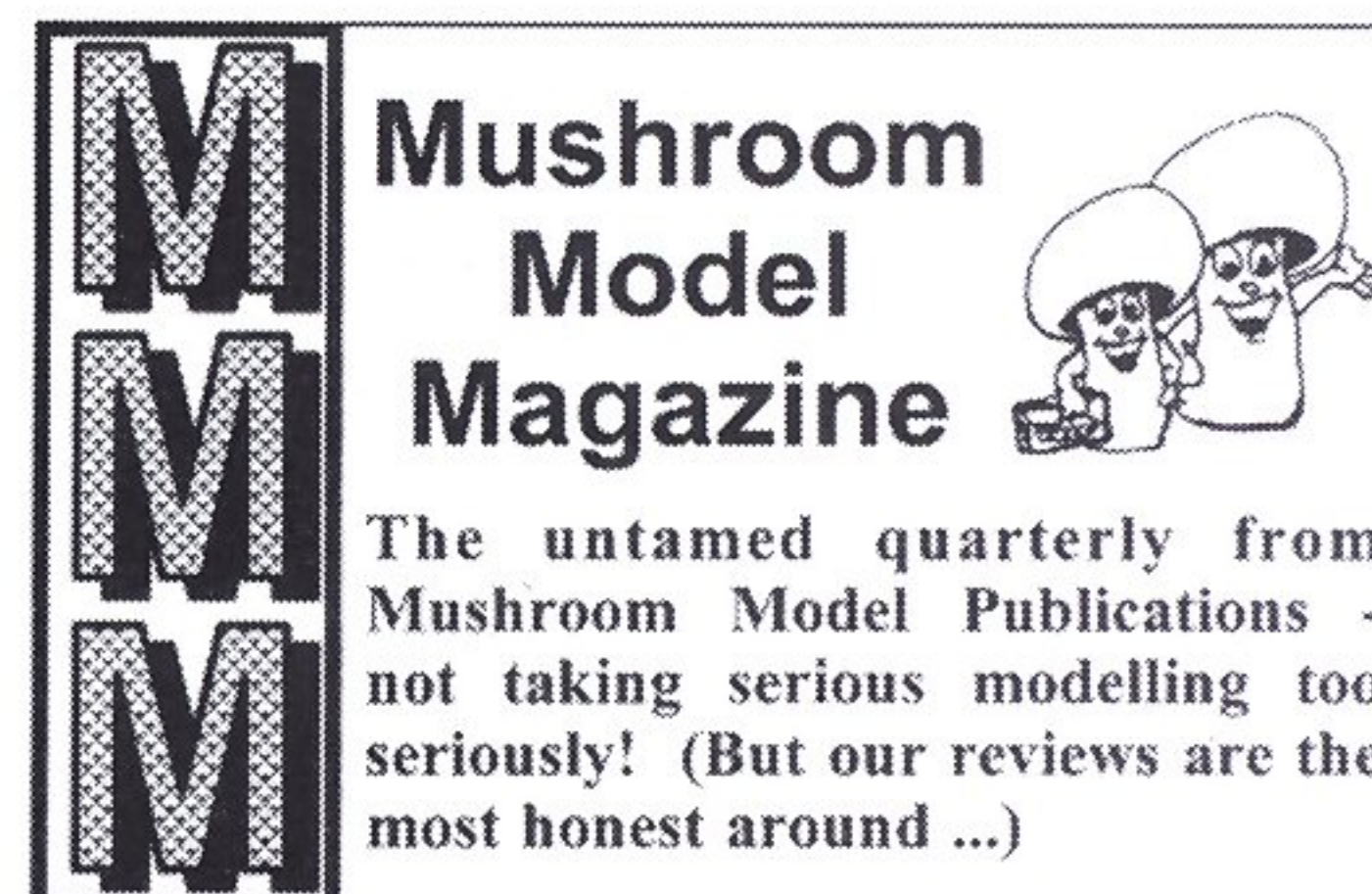
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follows the aerofoil shape.

At this point you are probably thinking that the assembly is now complete, not so. There are two large embossed trademarks on the undersurface which have to be filed away. This may seem a surprising lack of attention to production detail, but the medium used and the part breakdown probably lead to the manufacturer having little option where he placed these marks.

Accuracy

The span or diameter of this aircraft is 5 meters, and the length was 6.4m. The finished models dimensions as 'real' are a

span of 5.02m and a length of 6.7m. Unfortunately I do not have any reference material on this rather unique machine, so I cannot comment further on this little kit's accuracy with regard to precise details.

Colour Options

There is one option only, being the only version of this design ever built. This machine was RLM 71 (Dunkelgrun) on the upper surfaces and RLM 65 (Hellblau) underneath. The cockpit interior was painted RLM 66 (Schwarzgrun) in my example, although there is no mention of this in the kit's instructions.

All of the colours I used were from the AeroMaster 'Warbird Acrylic' range.

Decal Options

There is once again only one option available to this kit. The little decal sheet included comprises wing crosses, swastikas, rudder 'V1' lettering and coding. The decals settled easily onto the model with a little Micro Set, and there was only a minute amount of silvering.

Decal Rating = 6/10

Conclusion and Recommendations

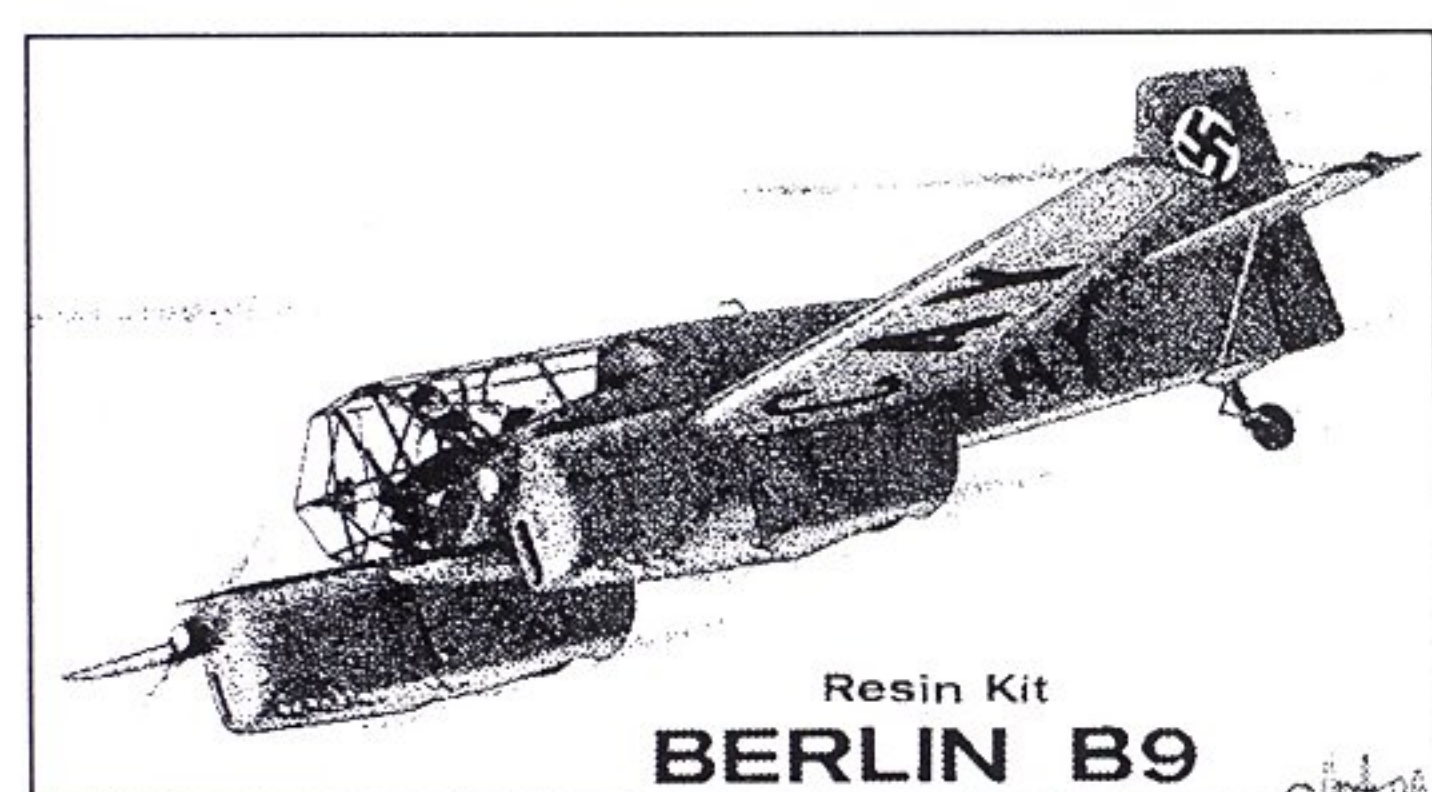
As an old fashioned biplane and conventional

WWII aviation buff I find myself bemused by this kit. Its uniqueness and novelty will endear it to the Luftwaffe "weird and wonderful" aficionados, although the UK cost (unknown as I write this) may limit its appeal. This kit is basic but nicely produced, and it is easy to assemble and paint. If the subject matter is your thing, then go for it. Overall the kit is certainly suitable for average modelling skills, but I would warn all of you to watch that canopy joint.

My thanks to Lumir Vesely for the opportunity to review this kit.

Sydney Parker

Berlin B9



Technical Data

Manufacturer: Lumir Vesely
Scale: 1/48th **Price:** £TBA
Status: New Tooling
Type: Resin, Metal & Vac-formed Clear
Parts: Resin 18, Metal 4, Clear 2
Panel Lines: Engraved **Decals:** 1
Manufacturer: Lumir Vesely, Konevova 174, 130 00 Praha 3, Czech Republic

The Kit

This kit comes in a good stout box and comprises dark green coloured resin components, white metal detail parts and a vac-formed canopy. The resin parts include the engine nacelles, each in two parts with simple panel detailing, a separate tail assembly; cockpit floor with separate pilot's prone position couch and a casting sheet containing fuselage halves; wheels, together with tailplane struts and various bits for detailing cockpit area and undercarriage. All of these resin parts have an acceptable standard of recessed panel detailing.

Separately packaged are the white metal parts comprising, two two-blade propellers and the main undercarriage legs. Also separate is a large two piece vac-formed cockpit canopy of moderate clarity and definition.

Instructions

These consist of one side of a piece of paper less than foolscap size, which features a large

three quarter front view and side elevation sketches and brief details of the history of this 'one off' experimental aircraft.

Whilst the kit comprises so few parts that comprehensive fixing details are perhaps uncalled for, under such extensive cockpit glazing, and particularly in this larger scale, a detailed interior is certainly desirable, and the inclusion of additional information about this area of the aircraft would have been greatly appreciated.

Construction

Whilst this is apparently yet another just 'stick it together' resin kit there are some problems for the unwary modeller. The completed wing/fuselage joint needs careful filing to make a satisfactory joint and the tailplane will not thread through the one piece fin and rudder, despite the machined cut-out. It is necessary to cut the tailplane assembly in half and then fit these halves from either side of the vertical fin.

The release of the various items from the casting sheet becomes more difficult to achieve successfully, inversely proportional to their size; and for pitot heads, airdials and the like, you may well resort to making your own from sprue.

The actual location of the cockpit floor and separate pilot's prone position couch is not detailed or clear, some puzzlement arises from the high position of the pilot's head as shown in the three quarter front view sketch, just below the canopy roof. I opted for this particular assembly to rest upon the wing/fuselage joint surface, as this seemed the most probable option.

The white metal items are of a good standard, the undercarriage legs disappear into the deep, narrow undercarriage wells in the engine nacelles underside, and although it all holds together satisfactorily, detail is missing and precise assembly and alignment is carried out on trust and instinct.

Exercise caution cutting out and assembling the two piece canopy, you've only got one stab at it, as no spare is included. It is as revealing as that of the Heinkel 111 but the clarity is only moderate, which given the lack of detail given in this area is probably just as well.

Accuracy

No dimensions are given, and in my own library a brief mention only is made in Putnam's "German Aircraft of The Second World War" by J.R. Smith, no plans or dimensions are featured.

Colour Options

The simplest of schemes is applied to the B9. RLM 71 (Dunkelgrun) is applied to all the upper surfaces, with RLM 65 (Hellblau) underneath. The visible areas of the cockpit under the canopy I have assumed generally to be RLM. 66 (Schwarzgrau).

All colours used were from the AeroMaster 'Warbird Acrylic' paint range.

Decals

The kit includes a small, but effective set, which whilst not giving any stencilling do feature wing and fuselage coding (DE-CAY would you believe?) and swastikas contained within the once common red sash. While

added brightness to the colour scheme is welcome, I do query its accuracy when noting that the period of experimentation of this aircraft was 1943. The decals themselves caused no problems in application and settled down nicely with the use of a little Micro Set, with only a little silvering.

Decal Rating = 7/10

Conclusion and recommendations

Well whilst the results of my labours was a smart little aircraft that I had never heard of. (Do I hear a chorus of So What?) the kit still left me feeling it could be better. With such a limited appeal in the subject matter, I would hope for better details both inside and out, as this is going to be the only way you will be able to build this machine in this scale for quite a while. Even the inclusion of better detailed drawings would have at least allowed you to add more details to the basic kit parts.

Certainly any modeller of average ability should be able to cope with a modicum of care, your advanced modeller will be looking for detail to add more reality to the finished item.

My thanks to Lumir Vesely for the review sample.

Sydney Parker



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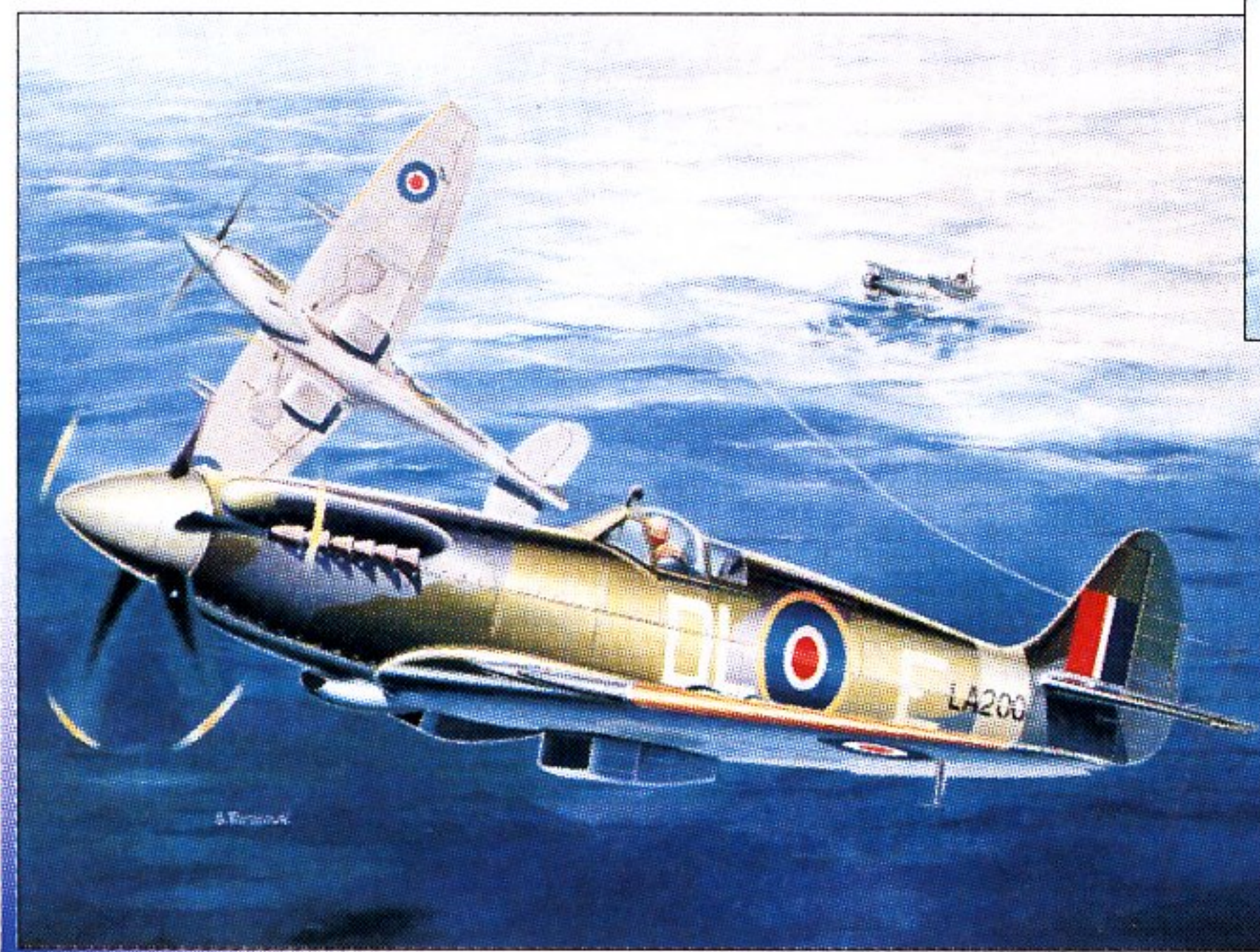
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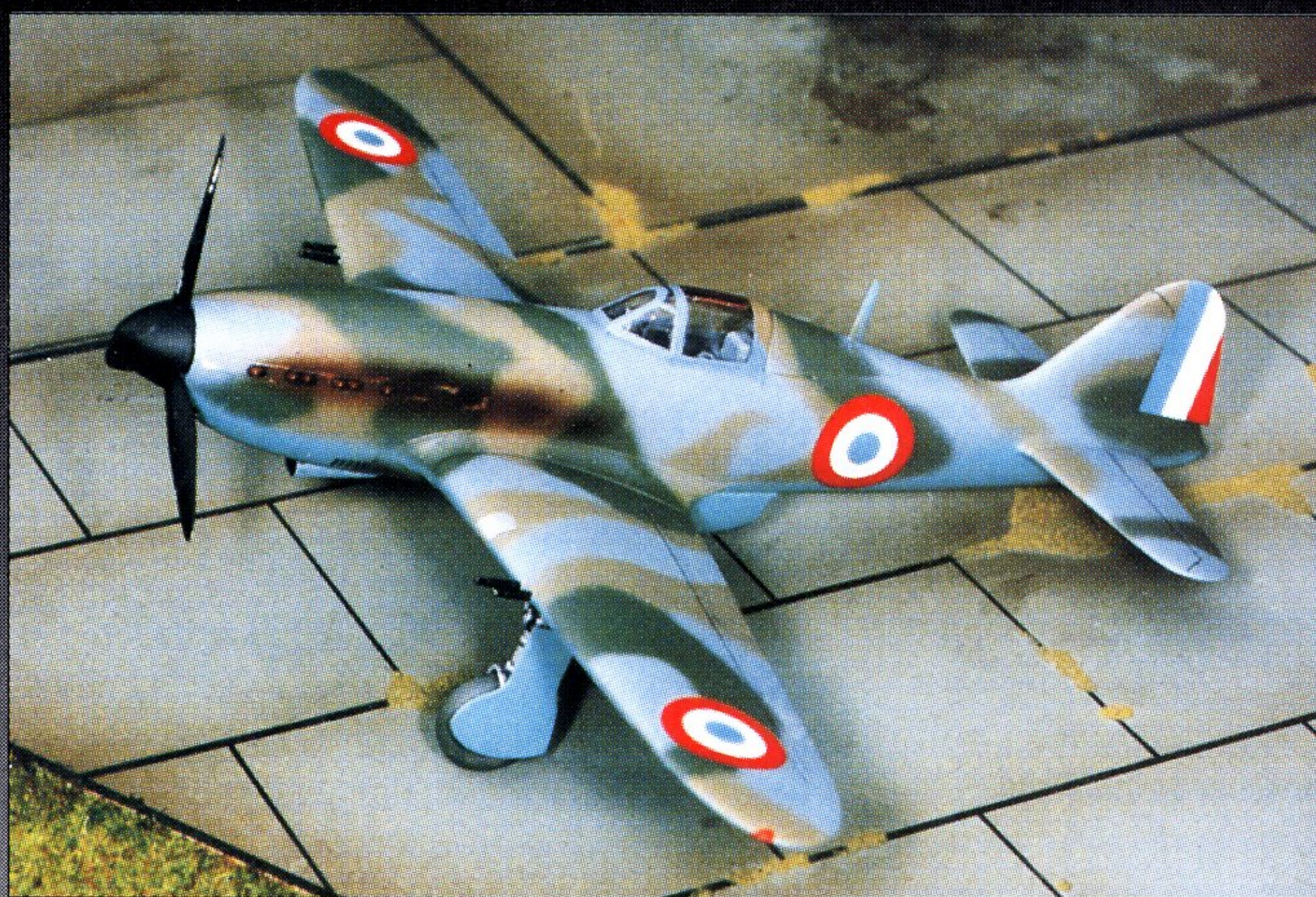
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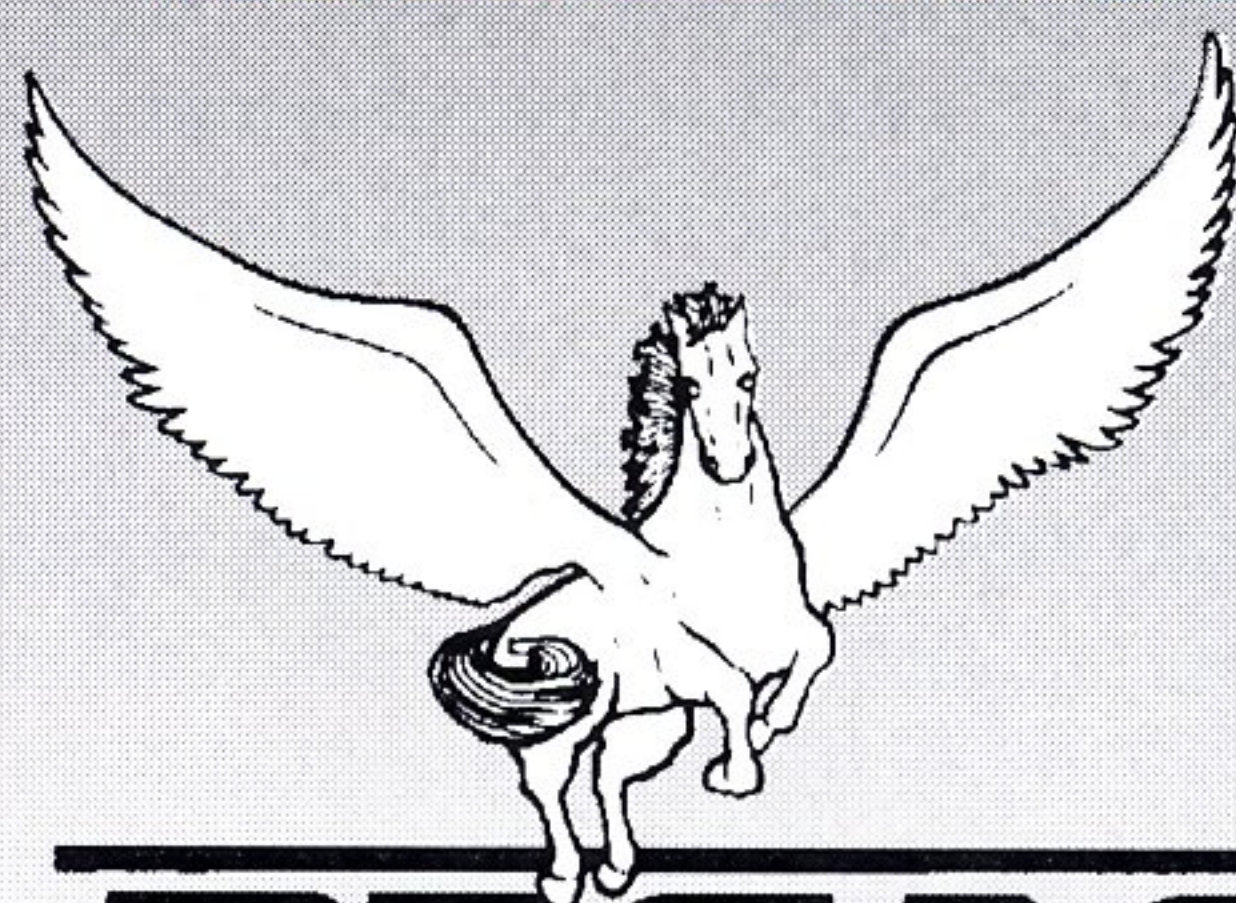
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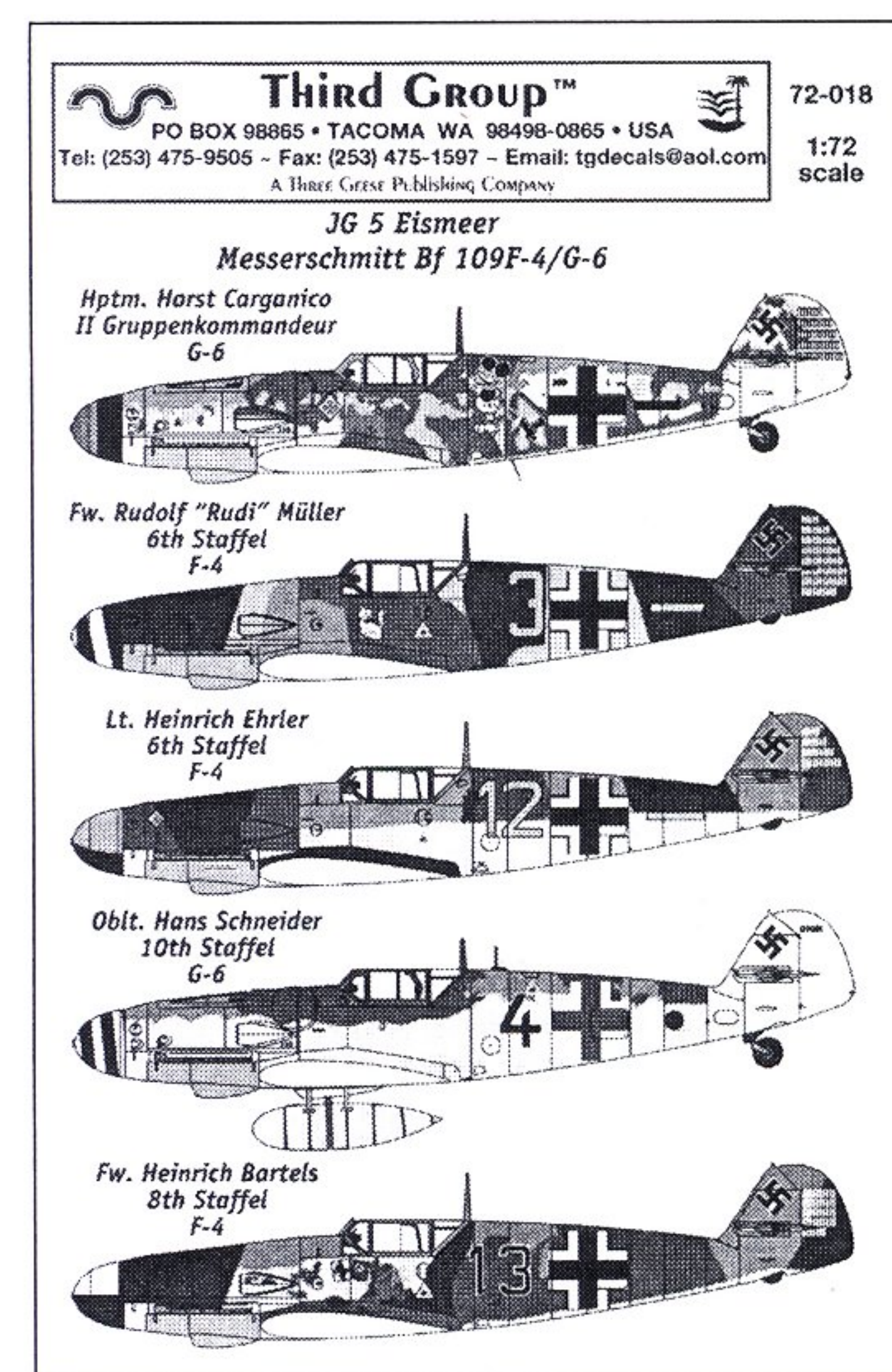
Latest from Third Group

The American decal manufacturer Third Group has been quiet of late, but a number of new sheets in both 1/72nd and 1/48th scales have been passed to us via The Aviation Hobby Shop.

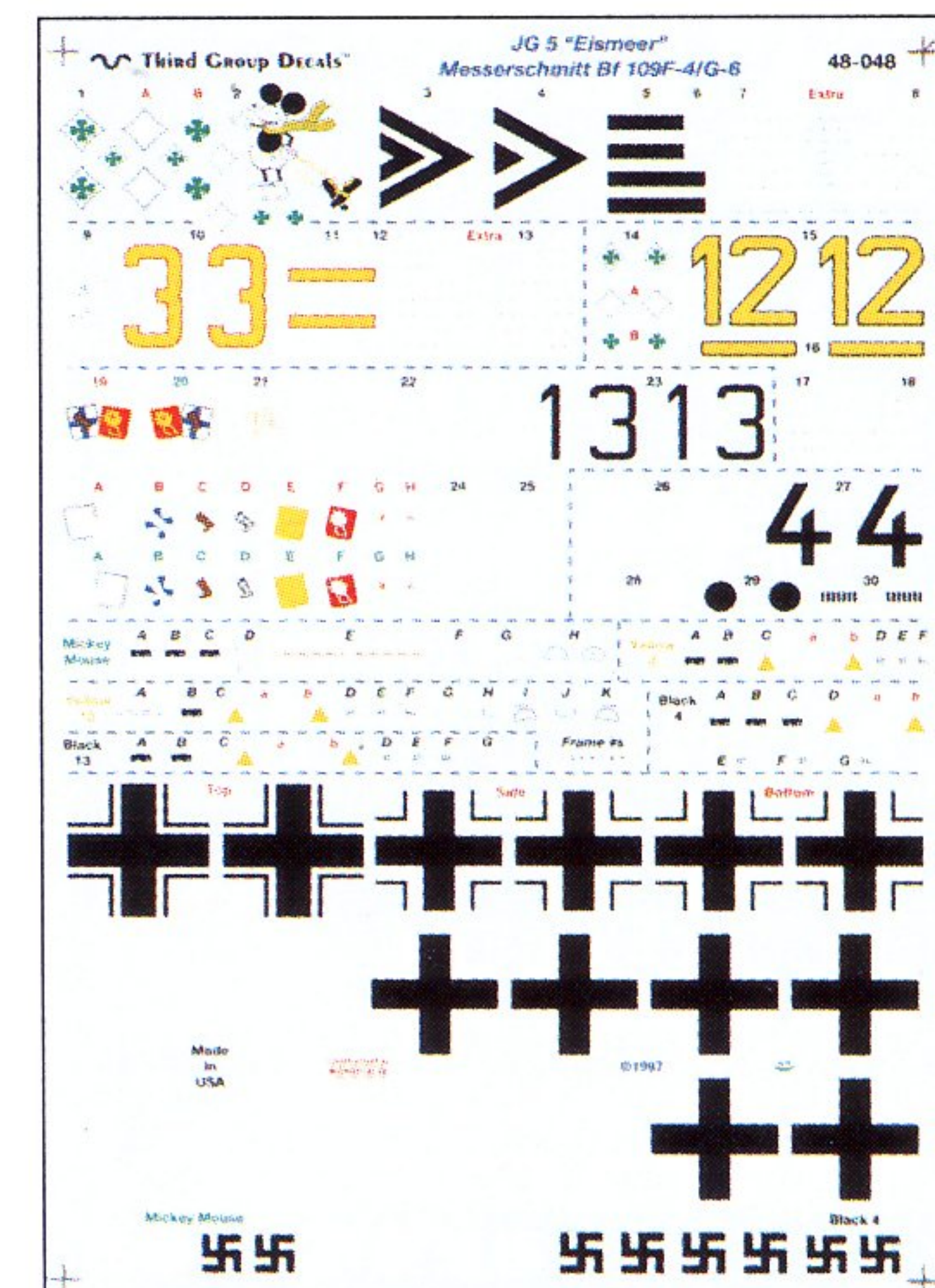
72-018 JG 5 Eismeer

Messerschmitt Bf 109F-4/G-6

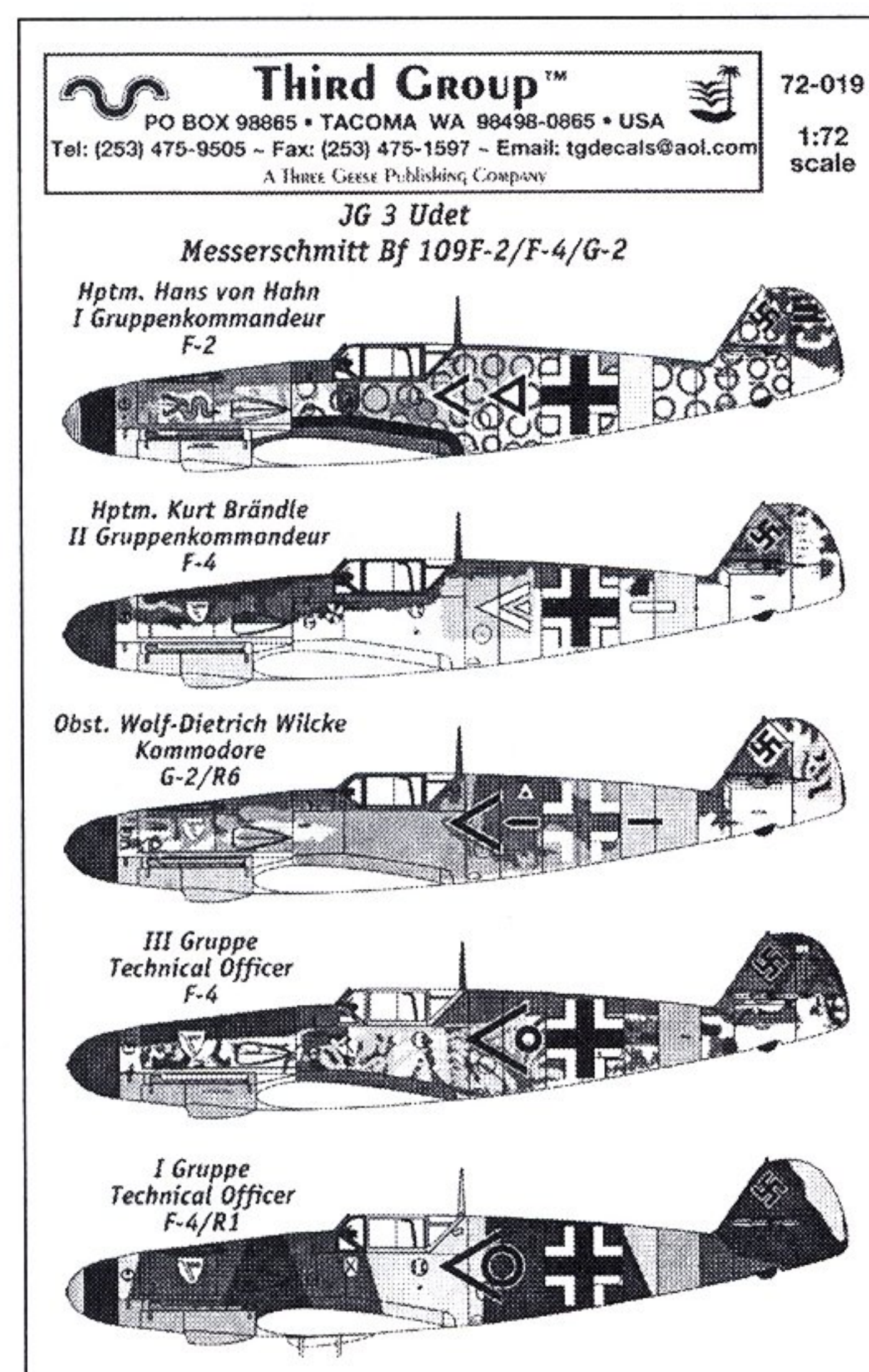
- 1. Bf 109F-4, 'Yellow 12', 6th Staffel, flown by Lt. Heinrich Ehrler at Petasamo, Finland. This machine may well have been an ex-desert operated example and therefore it may well be in a RLM 70/74/79/78 scheme with the lower cowl and wing tips in yellow (RLM 04) and the spinner 1/3rd yellow, 2/3rd RLM 70.
- 2. Bf 109G-6, 'Black 4', 10th Staffel, flown by Oblt. Hans Schneider at Kaamanen, Finland. This machine is RLM 75/75 over RLM 76 with a white tail and yellow lower cowling and wing tips. The spinner is also white but with a black spiral.
- 3. Bf 109F-4 'Black 13', 8th Staffel, flown by Fw. Heinrich Bartels. This machine was RLM 70/74/75/76 with a 1/4 white 3/4 RLM 70 spinner and the lower engine cowl and wing tips in yellow
- 4. Bf 109G-6, II Gruppenkommandeur Hptm. Horst Carganico in late 1943. This



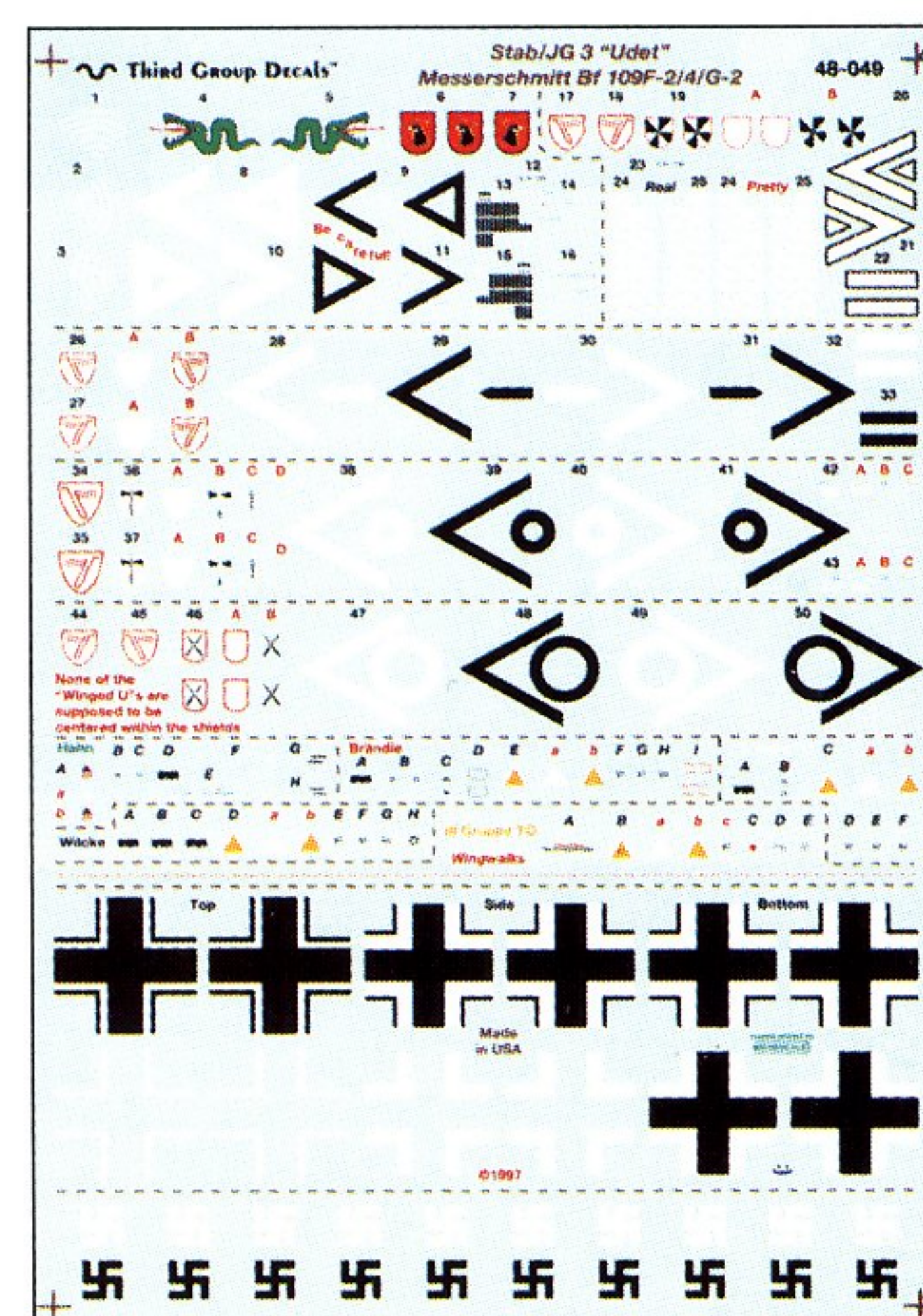
72-018 JG 5 Eismeer Messerschmitt Bf 109F-4/G-6



48-048 JG 5 Eismeer Messerschmitt Bf 109F-4/G-6



72-019 JG 3 'Udet', Messerschmitt Bf 109F-2/F-4/G-2



48-049 JG 3 'Udet', Messerschmitt Bf 109F-2/F-4/G-2

machine is RLM 74/75 over 76 with a very dense mottle on the fuselage sides and the lower cowl, wing tips in yellow and the spinner black with a green tip.

- 5. Bf 109F-4, 'Yellow 3', 6th Staffel, flown by Fw. Rudolf 'Rudi' Müller from Petsamo in late 1942. This machine is RLM 70/74/75/02 over 76 with dense areas of the upper colours down each fuselage side. The spinner is RLM 70 with a white spiral.

The sheet gives national insignia (including swastikas) for each option along with a small number of stencils. This sheet is also available in 1/48th scale as 48-048.

72-019 JG 3 'Udet'

Messerschmitt Bf 109F-2/F-4/G-2

- 1. Bf 109F-2 flown by Hptm. Hans von Hahn, I Gruppenkommandeur based on the Eastern Front in July 1941. This machine is RLM 74/75 over 76 with rings of RLM 75 on the fuselage sides. The spinner is black with a white spiral.
- 2. Bf 109F-4 flown by Hptm. Kurt Brändle, II Gruppenkommandeur, Frolov, Russia in August 1942. This machine is RLM 70/74/02 over RLM 76 with the spinner in RLM 70 and the lower engine cowl, wing tips and fuselage band in yellow (RLM 04).
- 3. Bf 109G-2/R6 flown by Obst. Wolf-

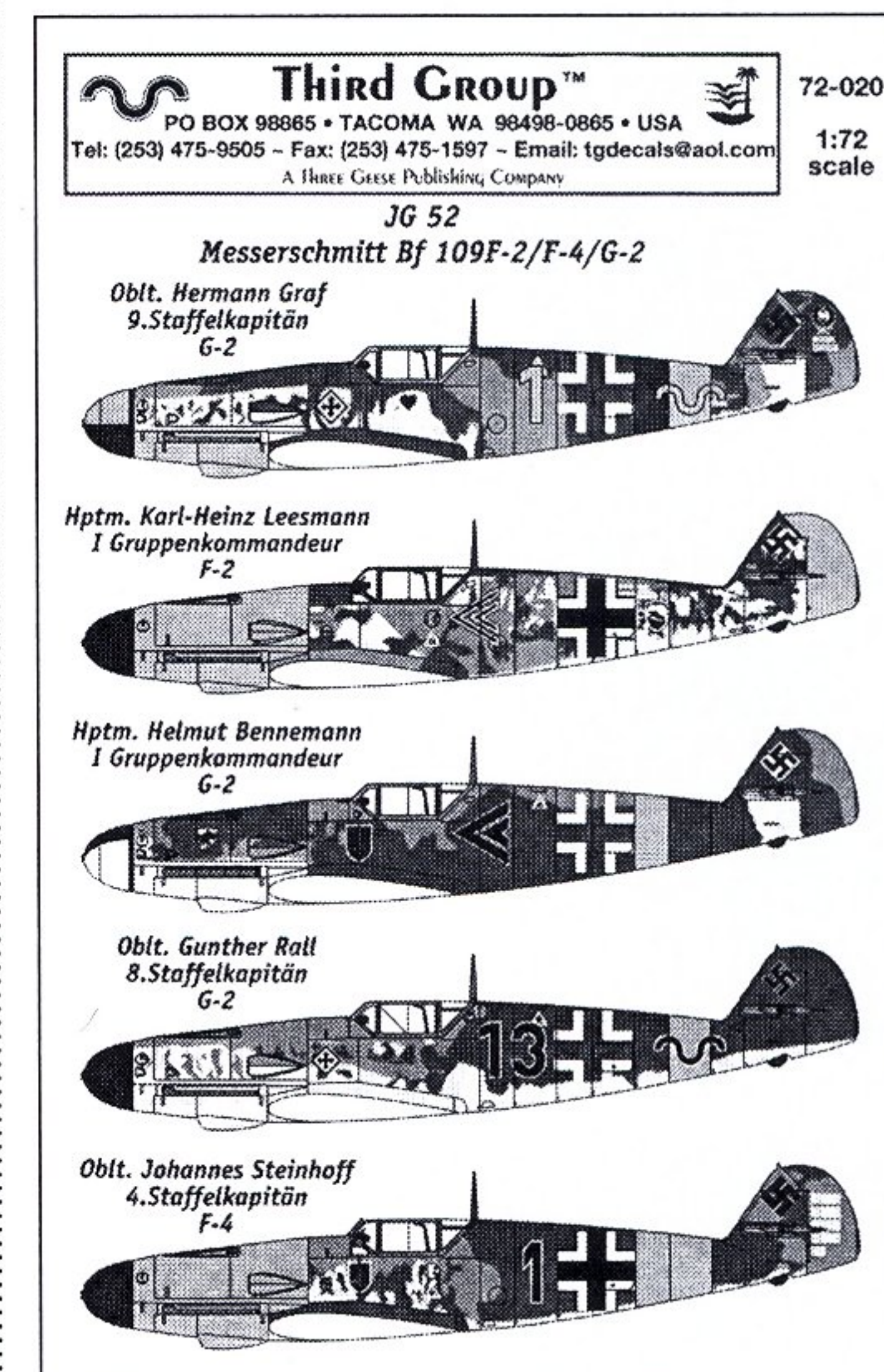
Dietrich Wilcke, Kommdore on the Eastern Front in late 1942. This machine is RLM 70/74/75 over 76 with the spinner in RLM 70 and the lower engine cowl, wing tips and wide fuselage band in yellow.

- 4. Bf 109F-4 flown by the Technical Officer of III Gruppe. This machine is RLM 70/74/79 over RLM 78 with a yellow engine cowl, wing tips and fuselage band.
- 5. Bf 109F-4/R1 flown by the Technical Officer of I Gruppe in Southern Russia in the summer of 1942. This machine is RLM 70/74/79 over 78 with a yellow engine cowl and possibly the lower wing tips and fuselage band.

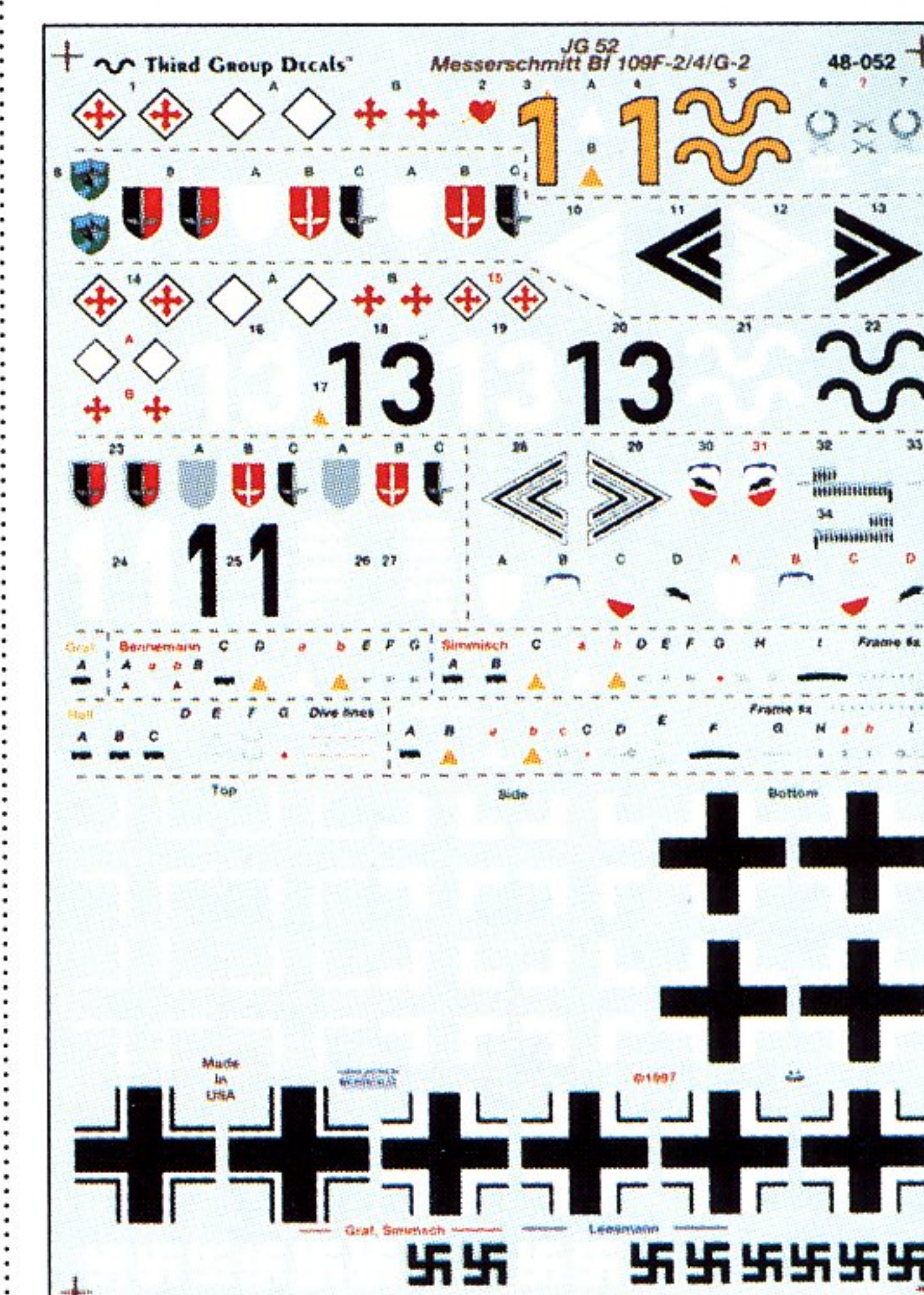
The decal sheet includes all the national insignia and stencilling for each option. This selection is also available in 1/48th scale as 48-049.

72-020 JG 52 Messerschmitt Bf 109F-2/F-4/G-2

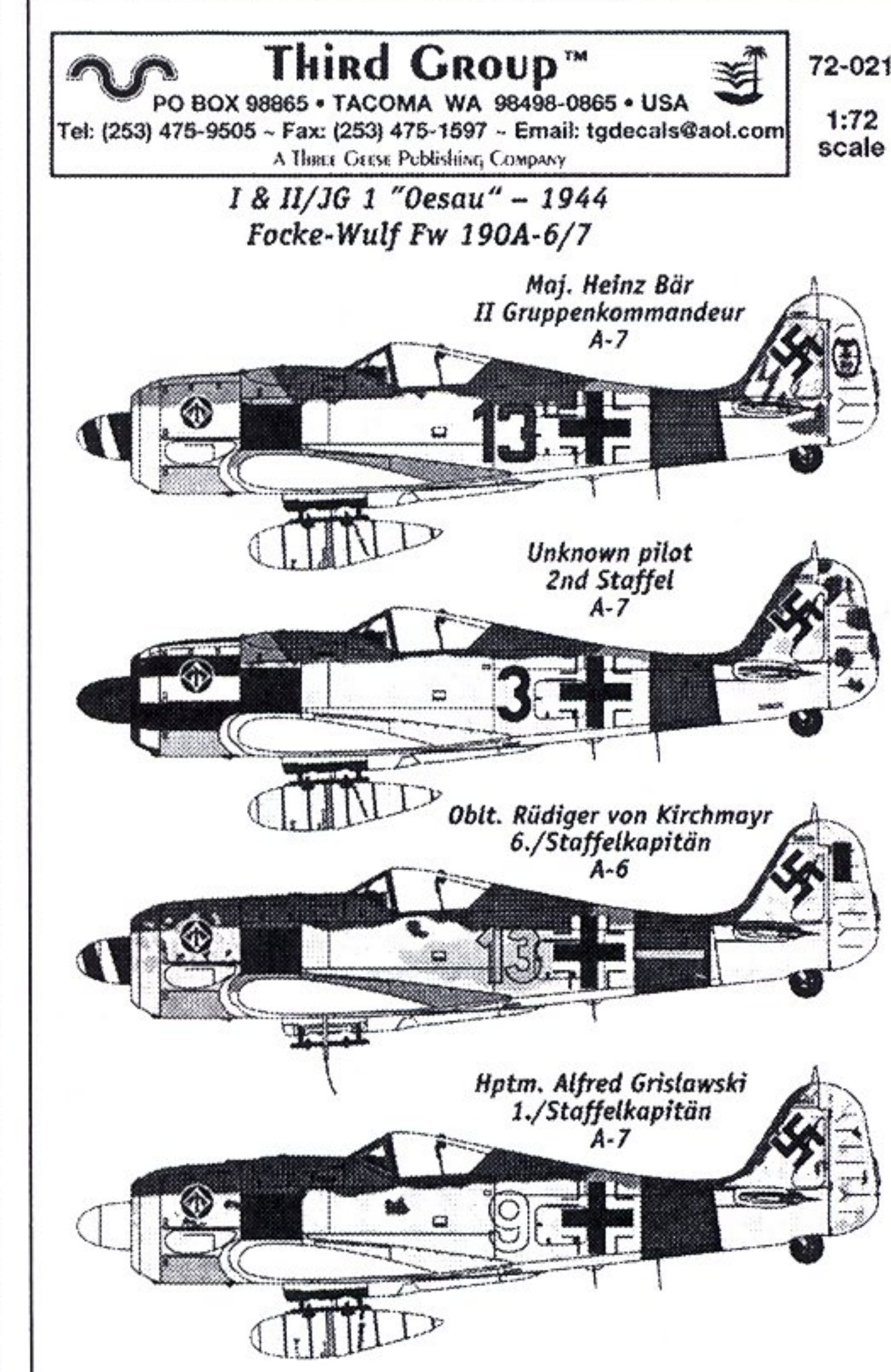
- 1. Bf 109G-2 flown by Hptm. Herman Graf, 9. Staffelkapitän based in Russia in September 1942. This machine is RLM 74/75 over 76 with a black and yellow spinner and yellow under the nose cowling.
- 2. Bf 109F-2 flown by Hptm. Karl-Heinz Leemann, I Gruppenkommandeur, based in Holland in July 1941. This machine is RLM 74/75 over RLM 76 with the spinner in RLM 70 and the entire engine cowl and rudder in yellow (RLM 04).
- 3. Bf 109G-2/R6 flown by Hptm. Helmut Bennemann I Gruppenkommandeur, based



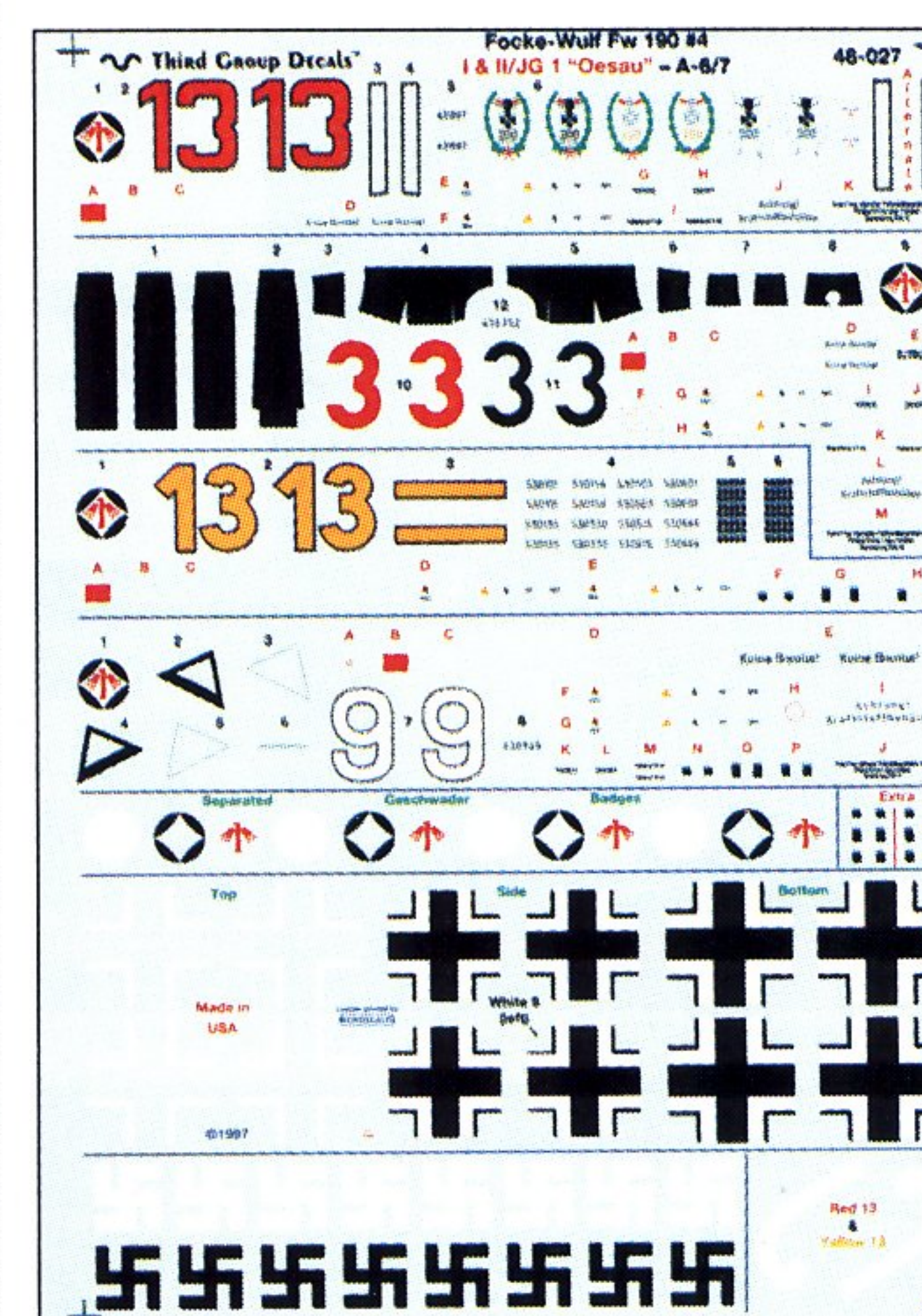
72-020 JG 52 Messerschmitt Bf 109F-2/F-4/G-2



48-052 JG 52 Messerschmitt Bf 109F-2/F-4/G-2



72-021 I & II/JG 1 'Oesau' - 1944 (Focke Wulf Fw 190A-6/7)



48-027 I & II/JG 1 'Oesau' - 1944 (Focke Wulf Fw 190A-6/7)

in Russia. This machine is RLM 74/75 over 76 with the spinner in RLM 70 with the wing tips and fuselage band in yellow.

- 4. Bf 109G-2 flown by Oblt. Gunther Rall, 8. Staffelkapitän, based in Russia. This machine is RLM 74/75 over RLM 76 with the spinner in RLM 70 and the fuselage band in yellow.
- 5. Bf 109F-4 flown by Oblt. Johannes Steinhoff, 4. Staffelkapitän, based in Russia. This machine is RLM 74/75 over 76 with a yellow engine nose and wide fuselage band.

Once again the sheet includes national insignia and some stencilling for all the options. This selection is also available in 1/48th scale as 48-052

72-021 I & II/JG 1 'Oesau' - 1944

(Focke Wulf Fw 190A-6/7)

- 1. Fw 190A-7 flown by Maj. Heinz Bär, II Gruppenkommandeur, based at Störmede, Germany in April 1944. This machine is RLM 74/75 over 76 with a yellow lower engine cowling and the red RVD band around the rear fuselage. The spinner is black with a white spiral.
- 2. Fw 190A-7 flown by an unknown pilot of the 2nd Staffel from Dortmund, Germany in April 1944. This machine is RLM 74/75 over 76 with the lower engine cowl in yellow and the rest of the cowling in black and white stripes. The spinner is RLM 70 and the RVD band is red.

• 3. Fw 190A-6 flown by Oblt. Rüdiger von Kirchmayr, 6./Staffelkapitän, based at Stömede, Germany in May 1944. This machine is RLM 74/75 over 76 with an RLM 70 spinner. The lower engine cowl is yellow and the engine cowlings have a mottle of RLM 02.

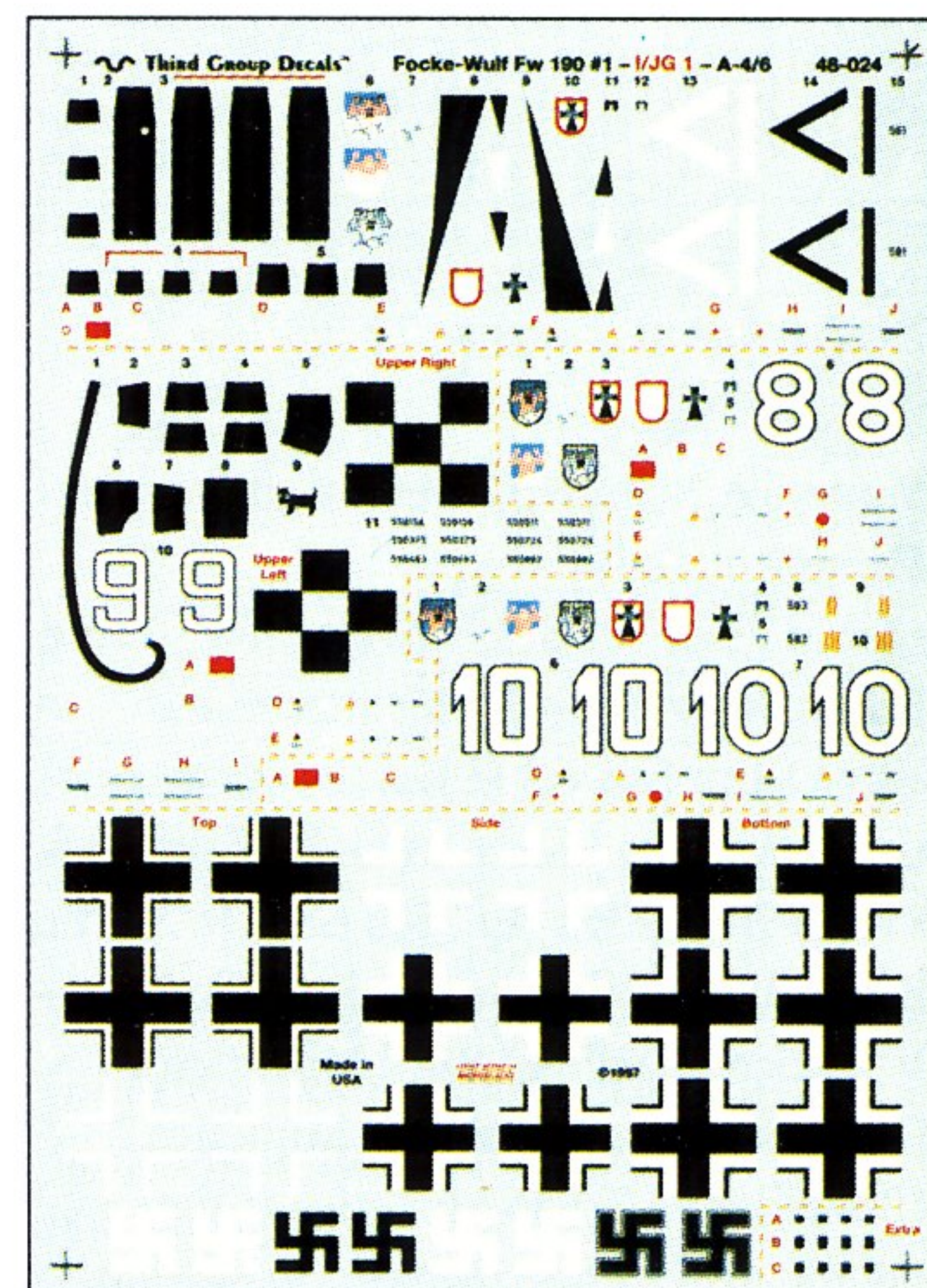
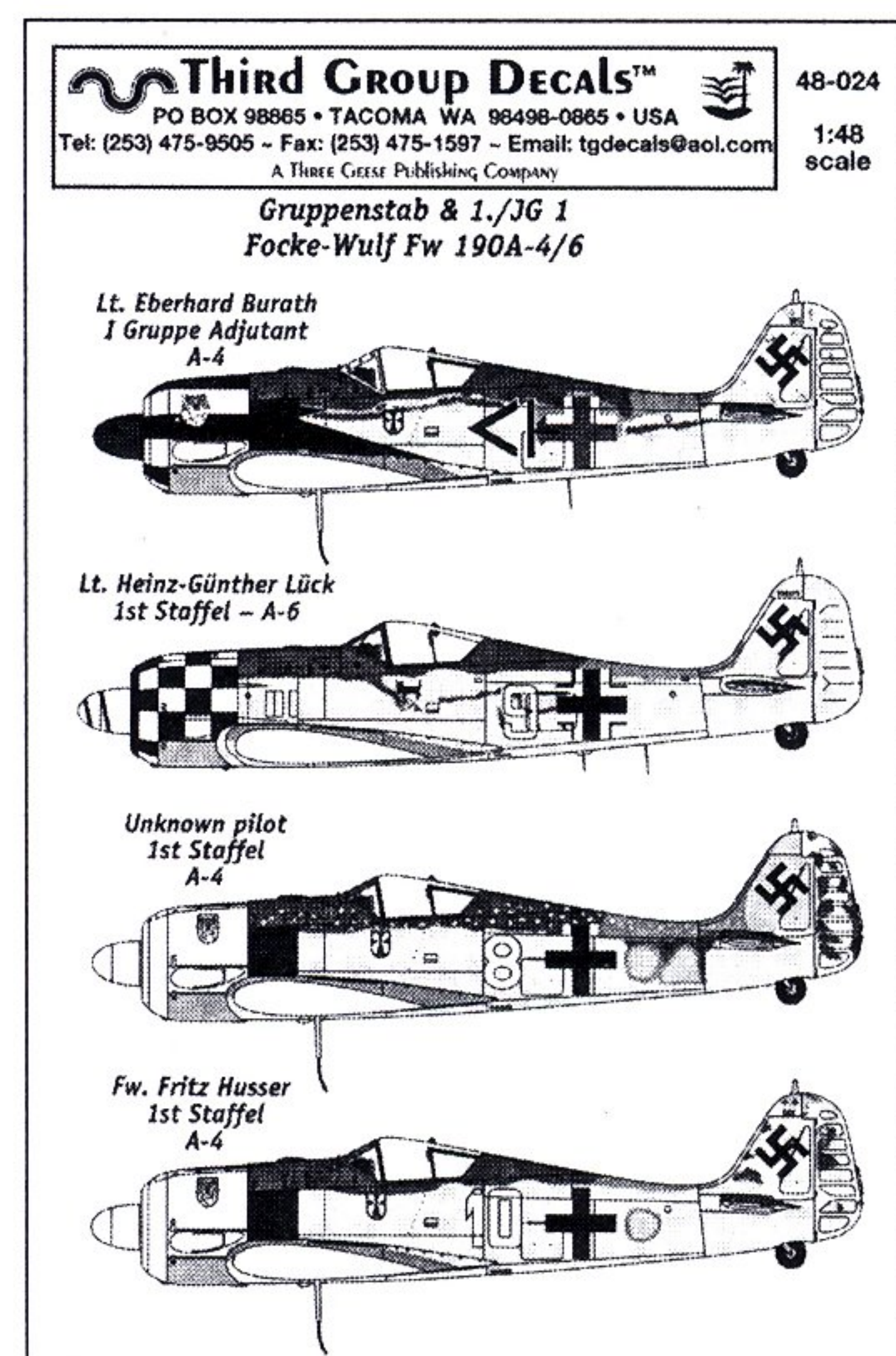
• 4. Fw 190A-7 flown by Hptm. Alfred Grislawski, 1./Staffelkapitän, based at Dortmund, Germany in January 1944. This machine is RLM 74/75 over 76 with a white spinner and a yellow lower engine cowl.

Once again all the national insignia for each option are included along with sets of stencilling and RVD bands. This sheet is also available in 1/48th scale as 49-027

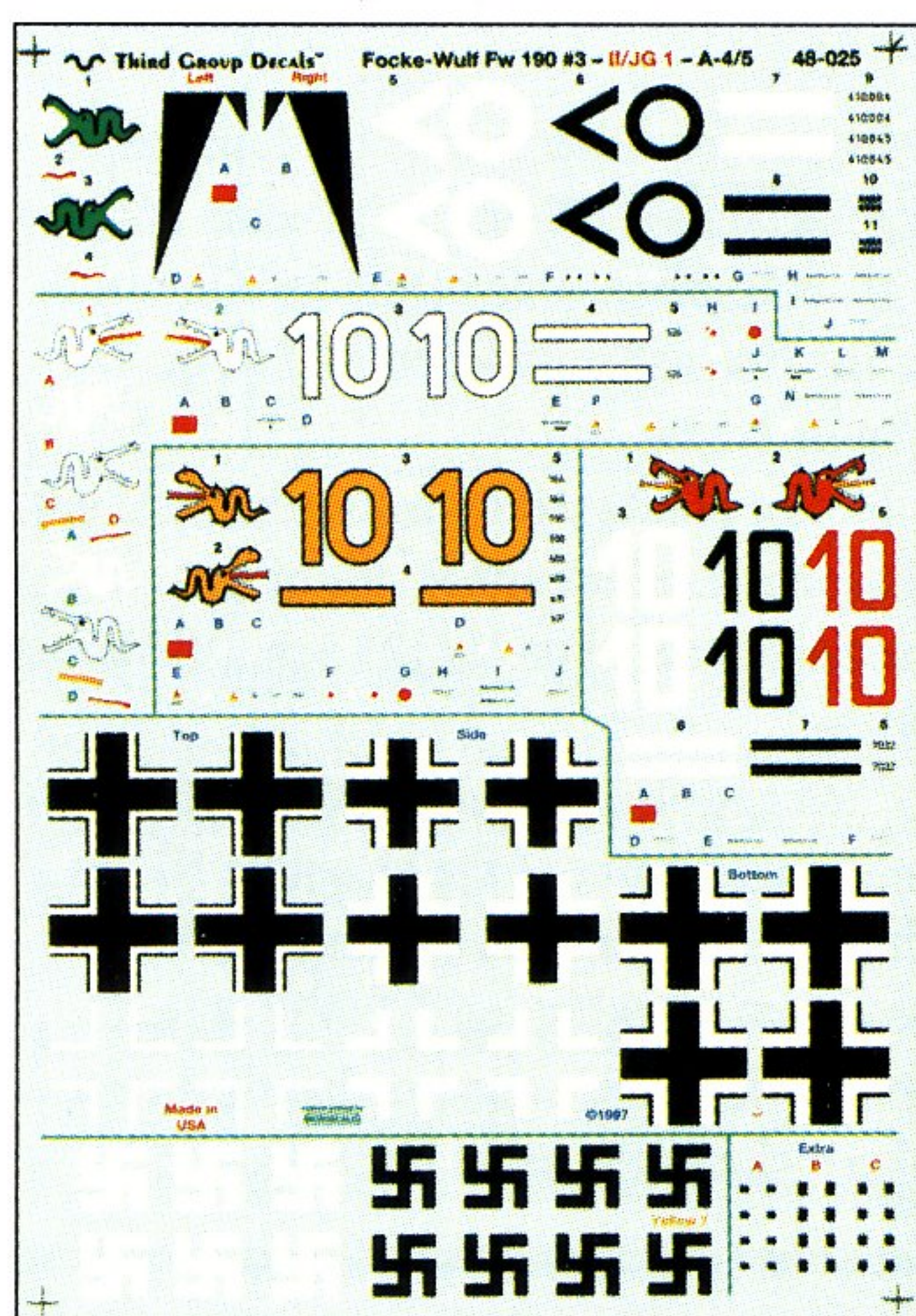
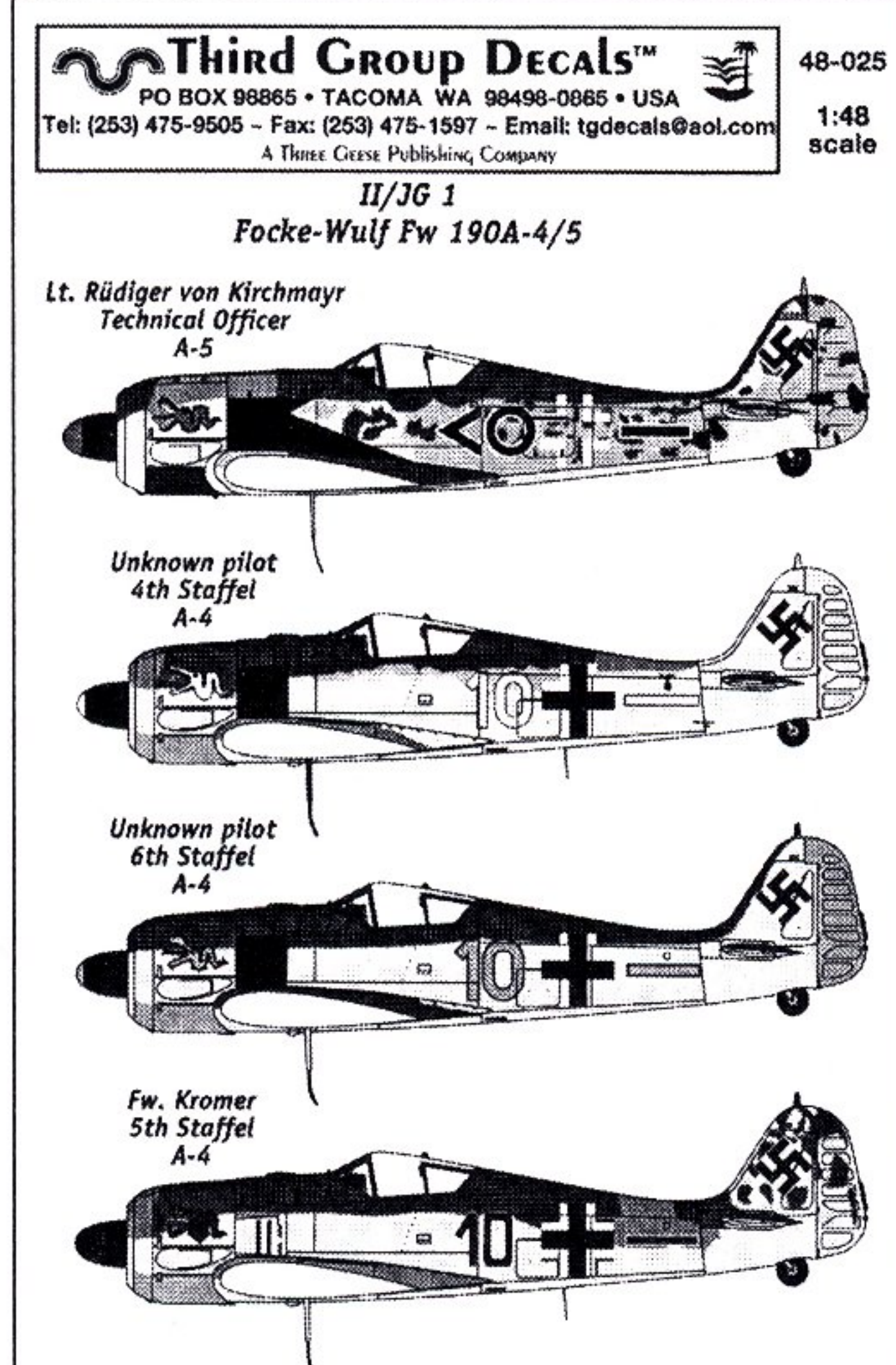
48-024 Gruppenstab & 1./JG 1

Focke Wulf Fw 190A-4/6

- 1. Fw 190A-4 flown by Lt. Eberhard Burath, I Gruppe Adjutant, based in Holland in the spring of 1943. This machine is RLM 74/75 over 76 with the spinner in RLM 70 and the lower engine cowl in yellow. The entire nose is covered in black and white stripes.
- 2. Fw 190A-6 flown by Lt. Heinz-Günther Lück of the 1st Staffel, based at Deelen, Holland in September 1943. This aircraft is RLM 74/75 over 76 with a white spinner and a yellow lower engine cowl. The rest of the engine cowl is in black and white checks.
- 3. Fw 190A-4 flown by an unknown pilot of the 12th Staffel, based at Deelen, Holland



48-024 Gruppenstab & 1./JG 1, Focke Wulf Fw 190A-4/6



48-025 I/JG 1, Focke Wulf Fw 190A-4/5

in April 1943. This machine is RLM 74/75 with the RLM 02 speckling along the upper fuselage decking. The entire nose and spinner are in white, except the lower section of the cowl which is yellow.

• 4. Fw 190A-4 flown by Fw. Fritz Husser of the 1st Staffel, based at Deelen, Holland in April/May 1943. This machine is in a similar scheme to the previous option, although it does not have the speckles of RLM 02 on the upper fuselage.

Once again this sheet offers full national insignia and stencilling for all of the options.

48-025 I/JG 1, Focke Wulf Fw 190A-4/5

- 1. Fw 190A-5 flown by Lt. Rüdiger von Kirchmayr, the Technical Officer of II/JG.1, based in Holland in the spring of 1943. This machine is RLM 74/75 over 76 with RLM 02/70/74 mottling. The spinner is RLM 70 and the lower engine cowl is either red or yellow.
- 2. Fw 190A-4 flown by an unknown pilot of the 4th Staffel, based in Holland in 1942. This aircraft is RLM 74/75 over 76 with a white tipped black spinner and a yellow lower engine cowl.
- 3. Fw 190A-4 flown by an unknown pilot of the 6th Staffel, based at Leeuwarden, Holland in March 1943. This aircraft is RLM 74/75 over 76 with a white tipped black spinner and a yellow lower engine cowl and rudder.
- 4. Fw 190A-4 flown by Fw. Kromer of the 5th Staffel, based at Woensdrecht, Holland in January 1943. This aircraft is RLM 74/75

over 76 with a red tipped black spinner and a yellow lower engine cowl.

Again the sheet offers full national insignia and stencilling for all of the options.

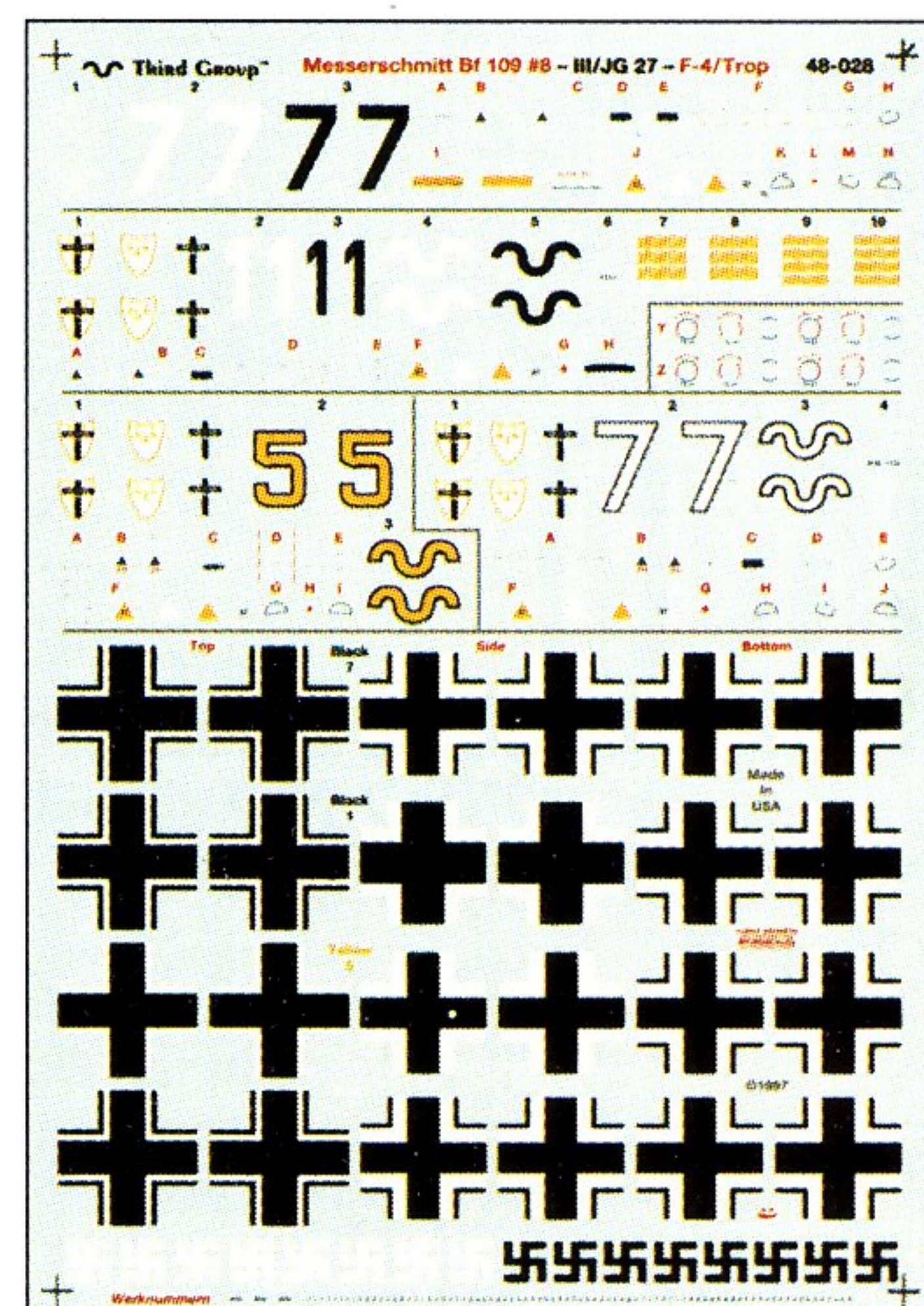
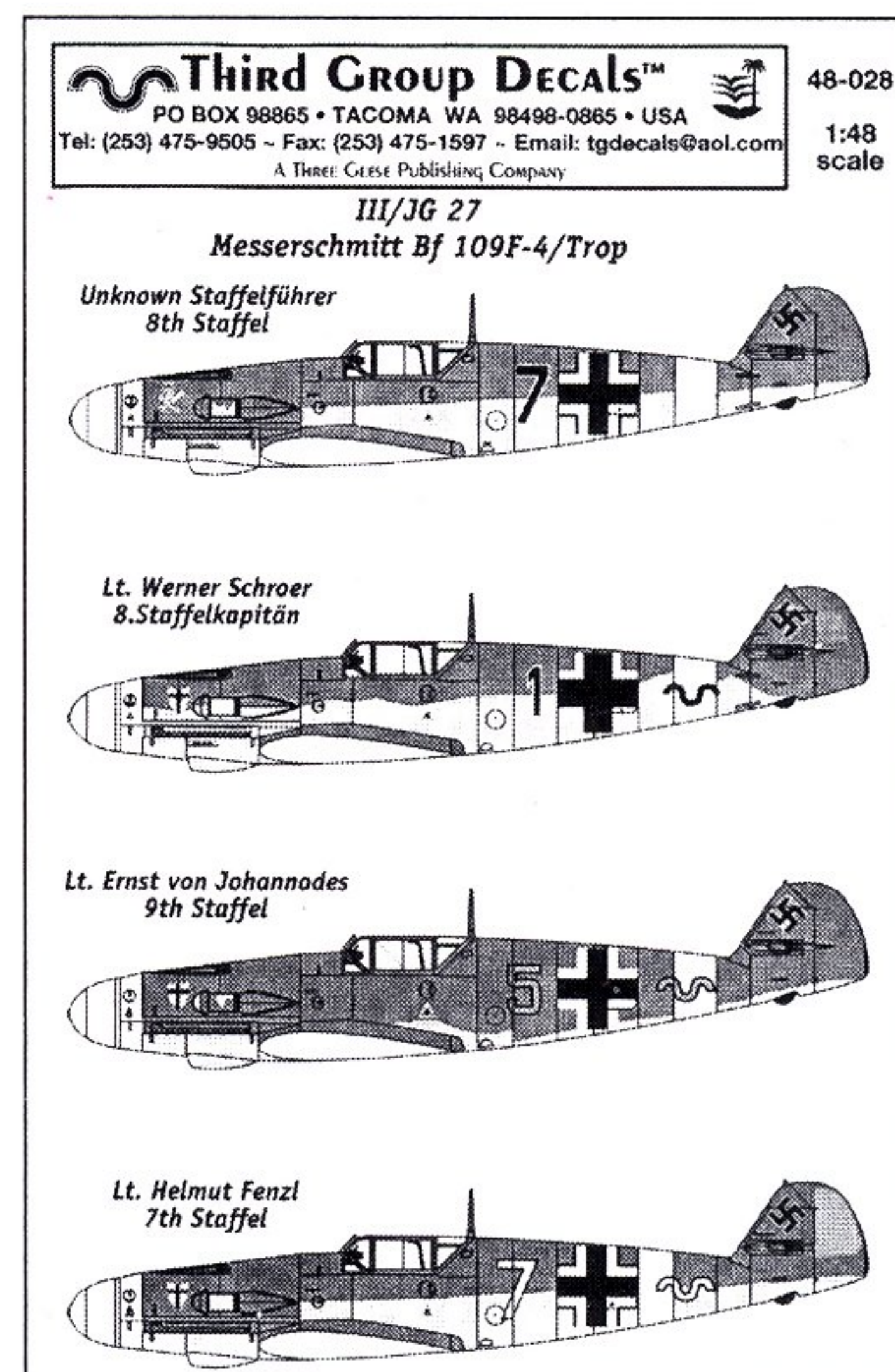
48-028 III/JG 27, Messerschmitt Bf 109F-4/trop

- 1. 'Black 7' flown by an unknown pilot of the 8th Staffel.
- 2. 'Black 1' flown by Lt. Werner Schroer the 8. Staffelkapitän.
- 3. 'Yellow 5' flown by Lt. Ernst von Johannodes of the 9th Staffel.
- 4. 'Yellow 5' flown by Lt. Helmut Fenzl of the 7th Staffel.

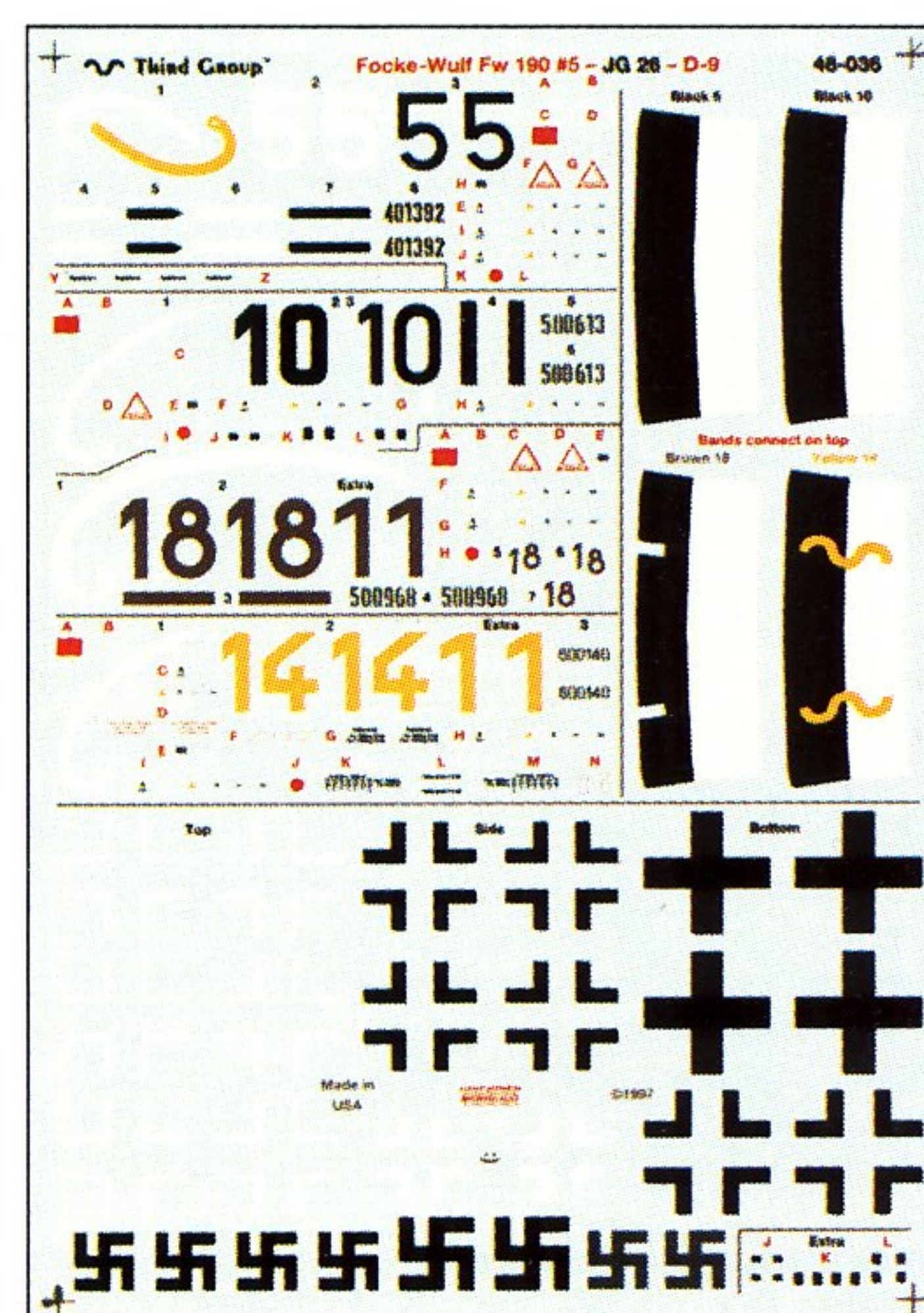
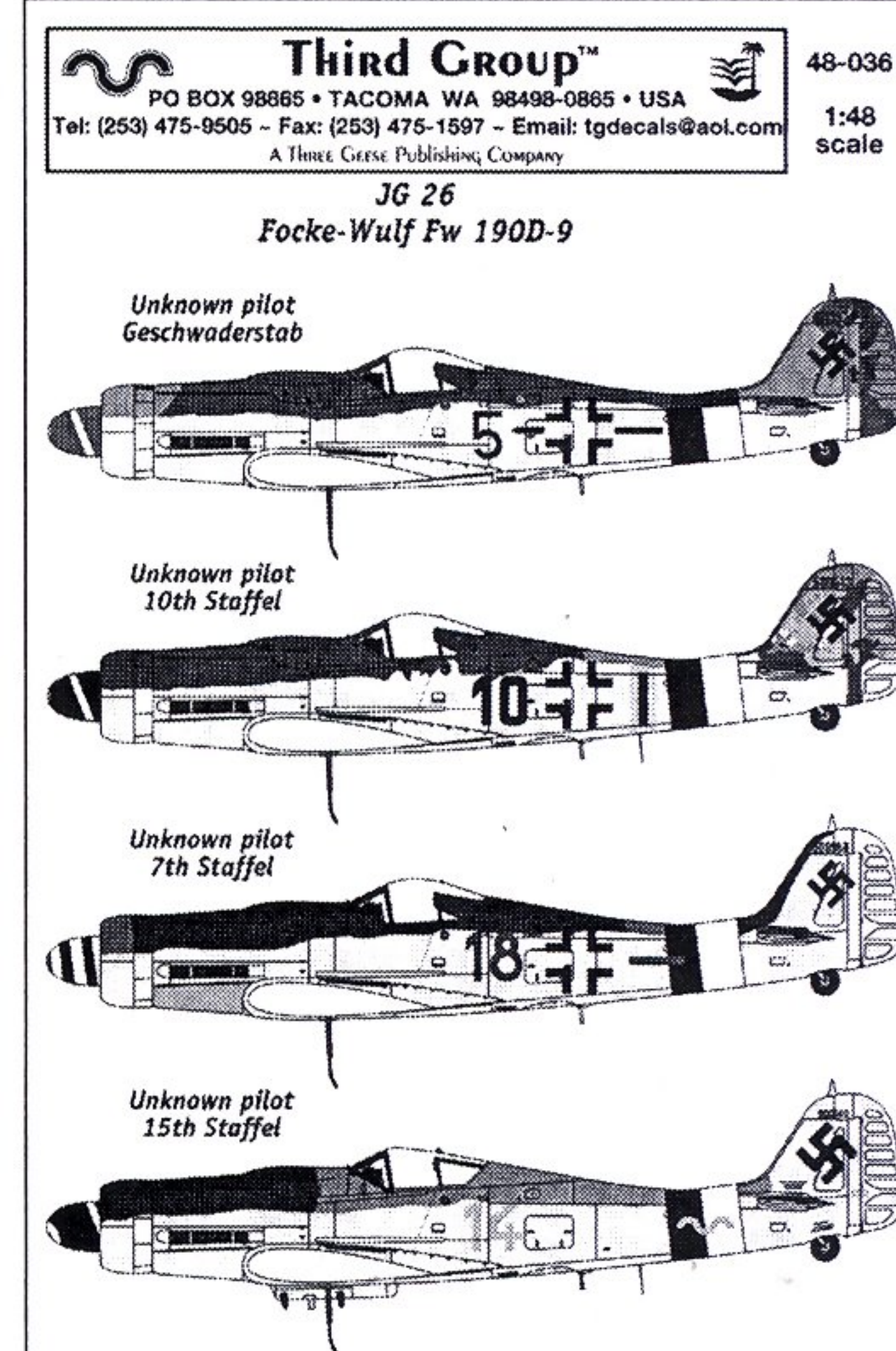
All of these machines are in a standard desert scheme of RLM 79/78 with white spinners, fuselage bands and wing tips. The decal sheet includes all national insignia and stencilling for each option.

48-036 JG 26 Focke Wulf Fw 190D-9

- 1. 'Black 5' flown by an unknown pilot of the Geschwaderstab, based in Germany in May 1945. This machine is RLM 81/83 over 76 with an RLM 70 or 24 spinner, RLM 83 mottling on the tail and RLM 81/82 mottling down the fuselage sides.
- 2. 'Black 10' flown by an unknown pilot of the 10th Staffel, based at Cell, Germany in 1945. This machine is RLM 81/75 over 76 with heavy mottling of RLM 75/81/83 on the tail.
- 3. 'Brown 18' flown by an unknown pilot of the 7th Staffel, at Schleswig, Germany in the summer of 1945. This aircraft is RLM 82/83 over 76 with a yellow or natural metal lower



48-028 III/JG 27, Messerschmitt Bf 109F-4/trop



48-036 JG 26 Focke Wulf Fw 190D-9

engine cowl and a white spinner with a black spiral.

• 4. 'Yellow 14' flown by an unknown pilot of the 15th Staffel, based at Wilhelmshaven, Germany in 1945. This machine is RLM 82/83 over 6 with the spinner in black with a white spiral.

The decal sheet includes all national insignia and stencilling for each option along with a set of four RVD bands.

Overall these sheets are well up to the standard we have become used to from this source. The instruction sheet is very comprehensive, although most of the options have been pieced together from only partial photographic reference material. All of the sheets feature national insignia and stencilling for each of the options and that includes swastikas, which is a real treat. The colour density and registration is spot on and as they are printed by Microscale, I am sure this will not come as a surprise. Each of the sheets listed retails for £4.95 which is excellent value for money.

Our thanks to The Aviation Hobby Shop for the review samples.

Information

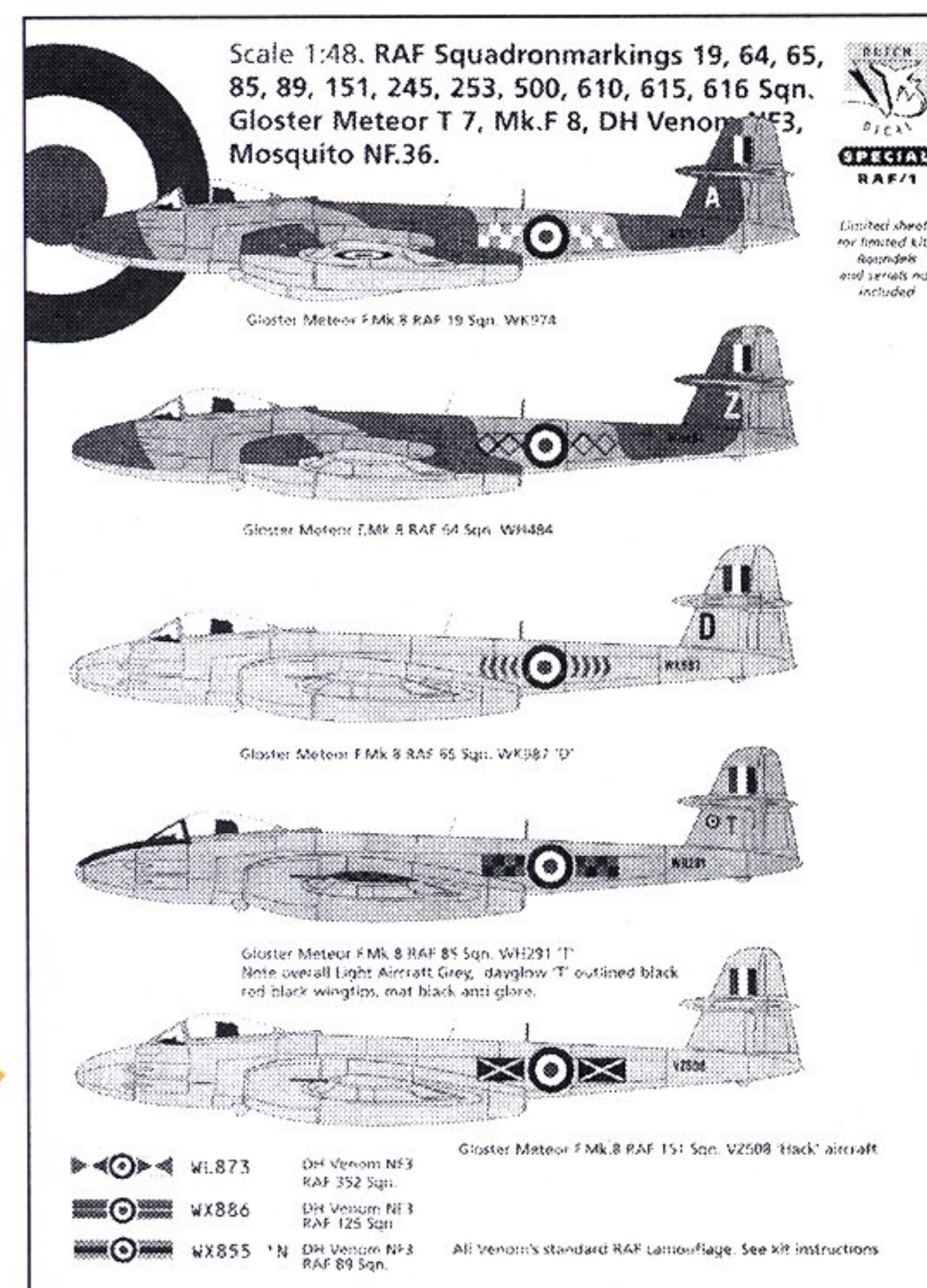
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Tel: 01895 442123 Fax: 01895 421412

New from Dutch Decals

A very special sheet has made its way to us from Dutch Decals. The sheet is in 1/48th scale and is a limited production item. The subject is RAF squadron markings for Meteors, Venoms and a Mosquito and they are all designed for use with limited run kits or conversions.

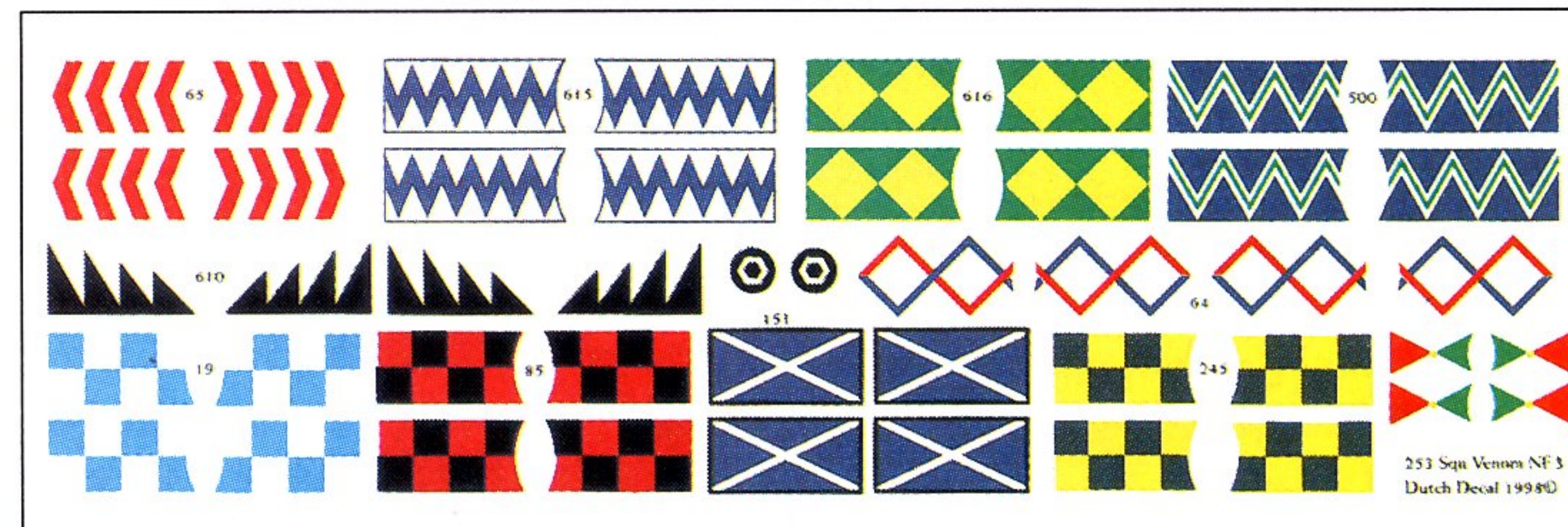
RAF/1 RAF Squadron Markings

- 1. Blue and white checks for either side of the fuselage roundels of No.19 Sqn. Gloster Meteor F.8s.



This is a selection of the options shown on the instruction sheet

- 2. Blue and red diamond pattern for either side of the fuselage roundel on No.64 Sqn. Gloster Meteor F.8s.
- 3. Red and white stripes for either side of the fuselage roundel on No.65 Sqn. Gloster Meteor F.8s.

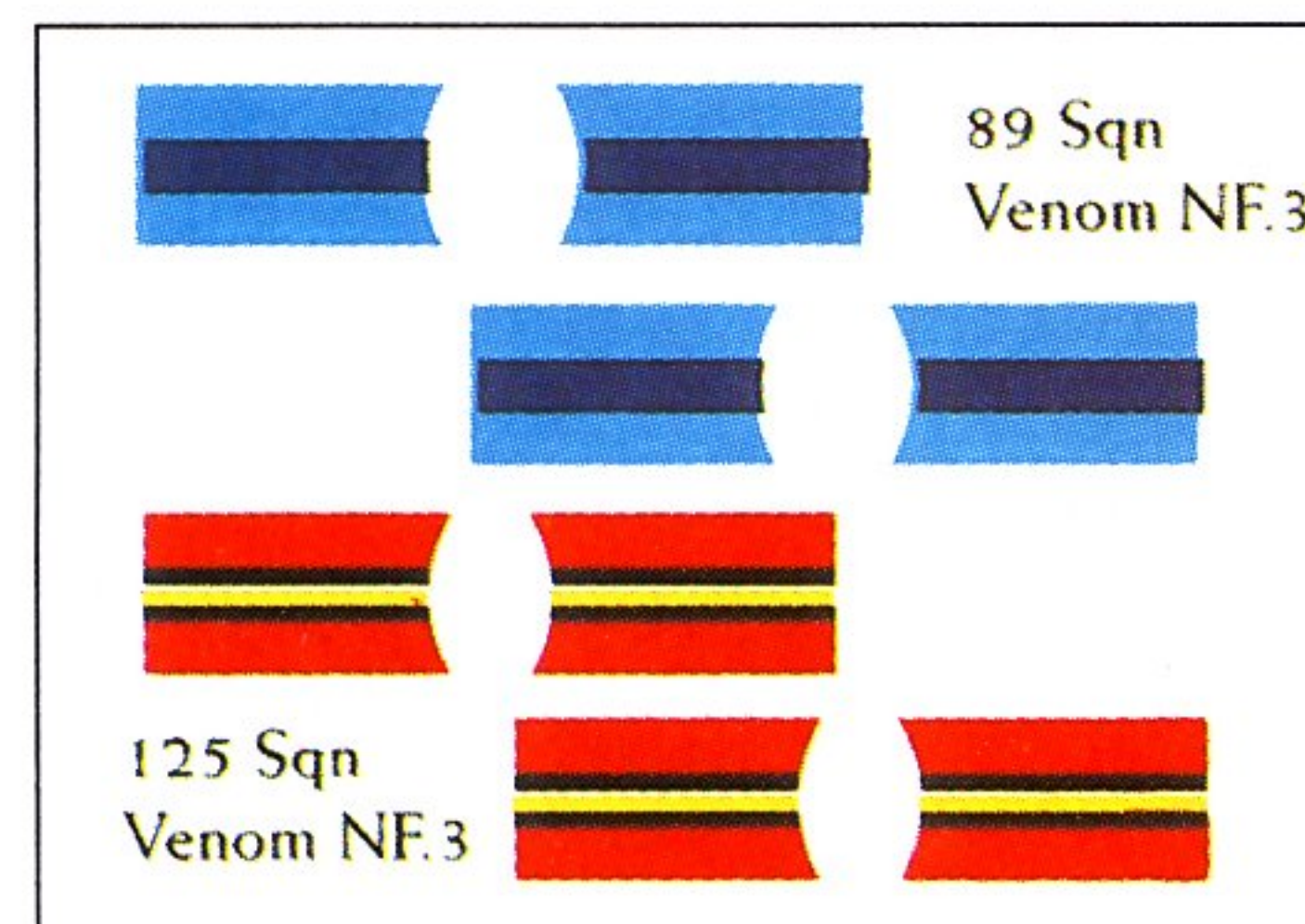


The excellent little selection of squadron markings from Dutch Decal includes those for Meteors, Venoms and a Mosquito

- 5. Red and black squares for either side of the fuselage roundel on No.85 Sqn. Gloster Meteor F.8s.
- 6. Blue square with a white cross for either side of the fuselage roundel on No.151 Sqn. Gloster Meteor F.8s.
- 7. Black and yellow squares for either side of the fuselage roundel on No.245 Sqn. Gloster Meteor F.8s.
- 8. Dark blue blocks with a white outlined green lightning flash for either side of the fuselage roundel on No.500 Sqn. Gloster Meteor F.8s.
- 9. Blue bordered white blocks with blue lightning flash for either side of the

fuselage roundel on No.615 Sqn. Gloster Meteor F.8s.

- 10. Green block with yellow diamonds for either side of the fuselage roundel on No.616 Sqn. Gloster Meteor F.8s.
- 11. Black and white splinter block for either side of the fuselage roundel on No.610 Sqn. Gloster Meteor F.8s.
- 12. White blocks with red and green



This is the little additional sheet with the two markings for No 89 and 125 squadron Venom NF.3s

motif often carried by aircraft of this famous squadron.

Overall this is a really neat little set. As a Mossie fan, I can really appreciate the inclusion of the No.85 Sqn. markings and I can think of an option already that these ones will be going on. Overlaying this number of colours onto a decal sheet can be tricky, so check the register of examples to ensure everything is in line. The decals themselves have good colour density and are nice and shiny. I have not experienced any real problems whilst using Dutch decals products and I therefore cannot see this latest sheet being any different.

Our thanks to Dutch decals for the review sample.

Information

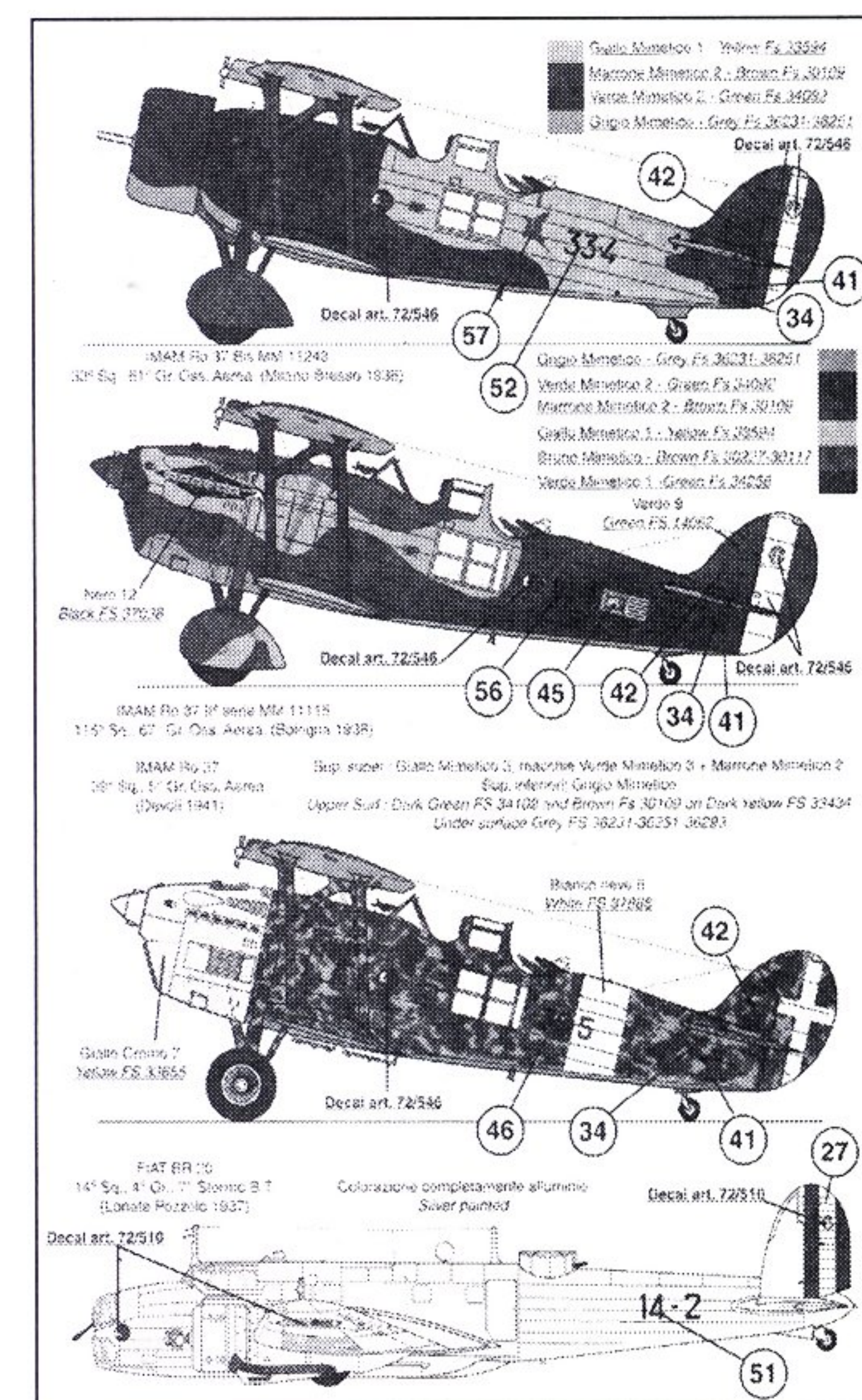
Worldwide Enquiries: Dutch Decal,
Kerkstraat 2, 2471 AP Zwammerdam,
The Netherlands.
Tel/fax: 0031 (0) 172 615372
UK Source: Hannants

New from Tauro Model

The latest selection of decals from this Italian source have made their way to us directly from the manufacturer.

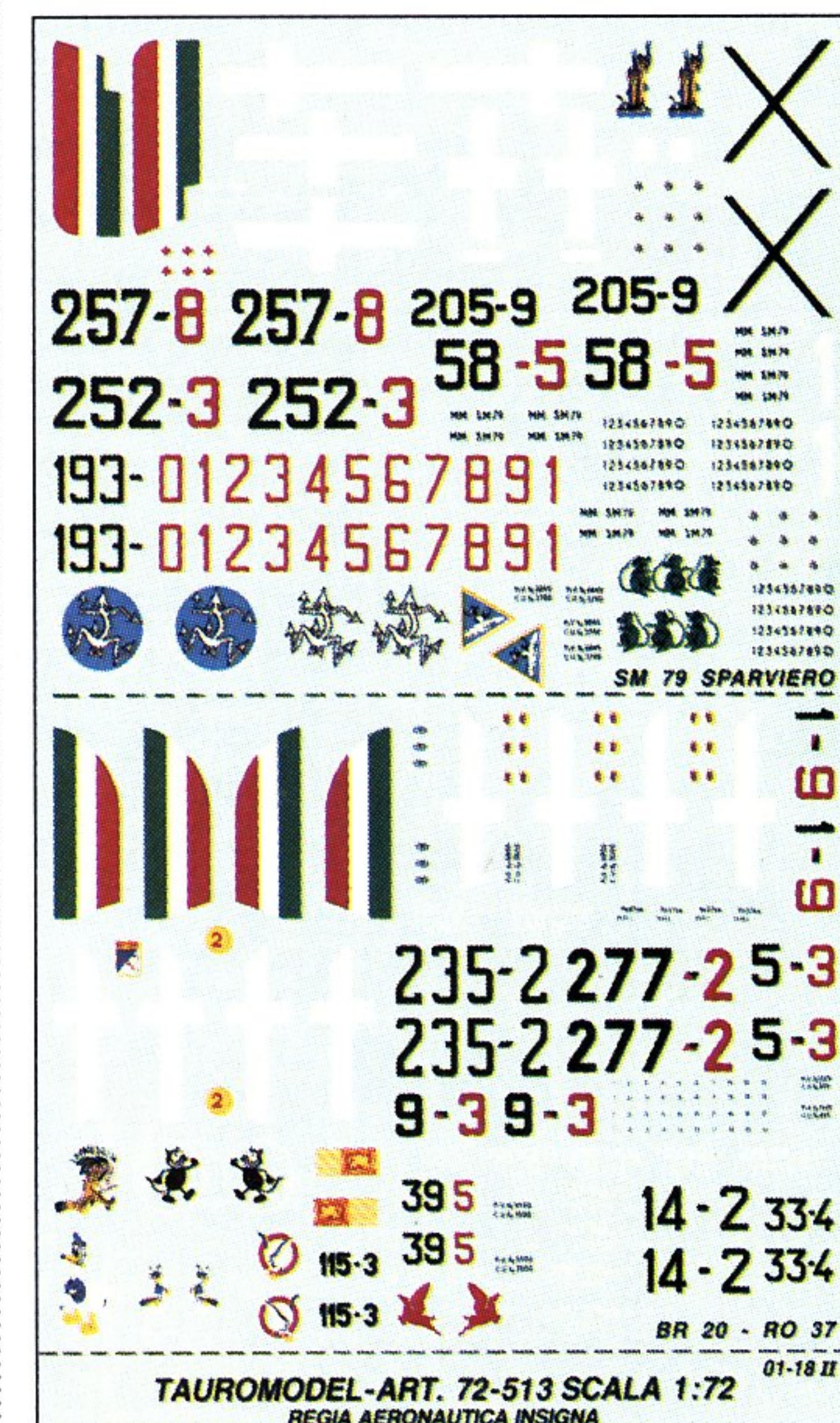
**ART 72/513 Regia Aeronautica Insignia
(BR.20, SM.79, Ro.37)**

- 1. SM 79 of 44o Gr. Bis B.T, based in Ethiopia in 1940. This machine is Giallo Mimetico 2 (Green), Verde Mimetico 3 (Green) and Verdi Mimetico 53192 (Dark Yellow) over Grigio Mimetico (Grey).

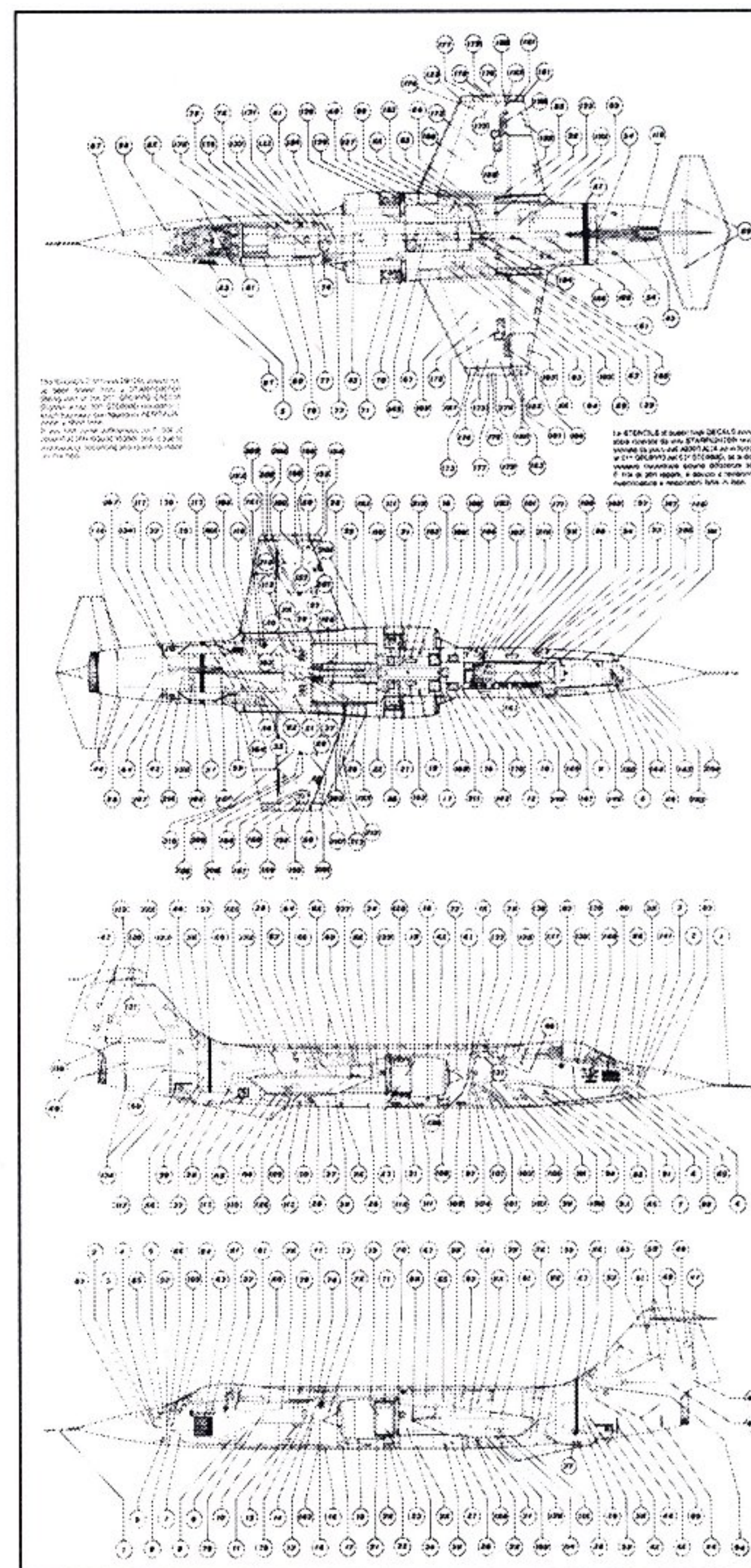


These are the instructions for sheet 72/513 'Regia Aeronautica Insignia'

- 2. SM 79 of 193a 87o Gr., 30o Stormo B.T., in 1941. This machine is Verde Mimetico 3 (Green) and Verdi Mimetico 53192 (Dark Yellow) over Grigio Mimetico (Grey).
- 3. SM 79 of 193a 87o Gr., 30o Stormo B.T., in Yugoslavia in 1940-1. This machine is Giallo Mimetico 3 (Dark Green), Verdi Mimetico 3 (Brown) and Marrone Mimetico (Dark Yellow) over Grigio Mimetico (Grey).

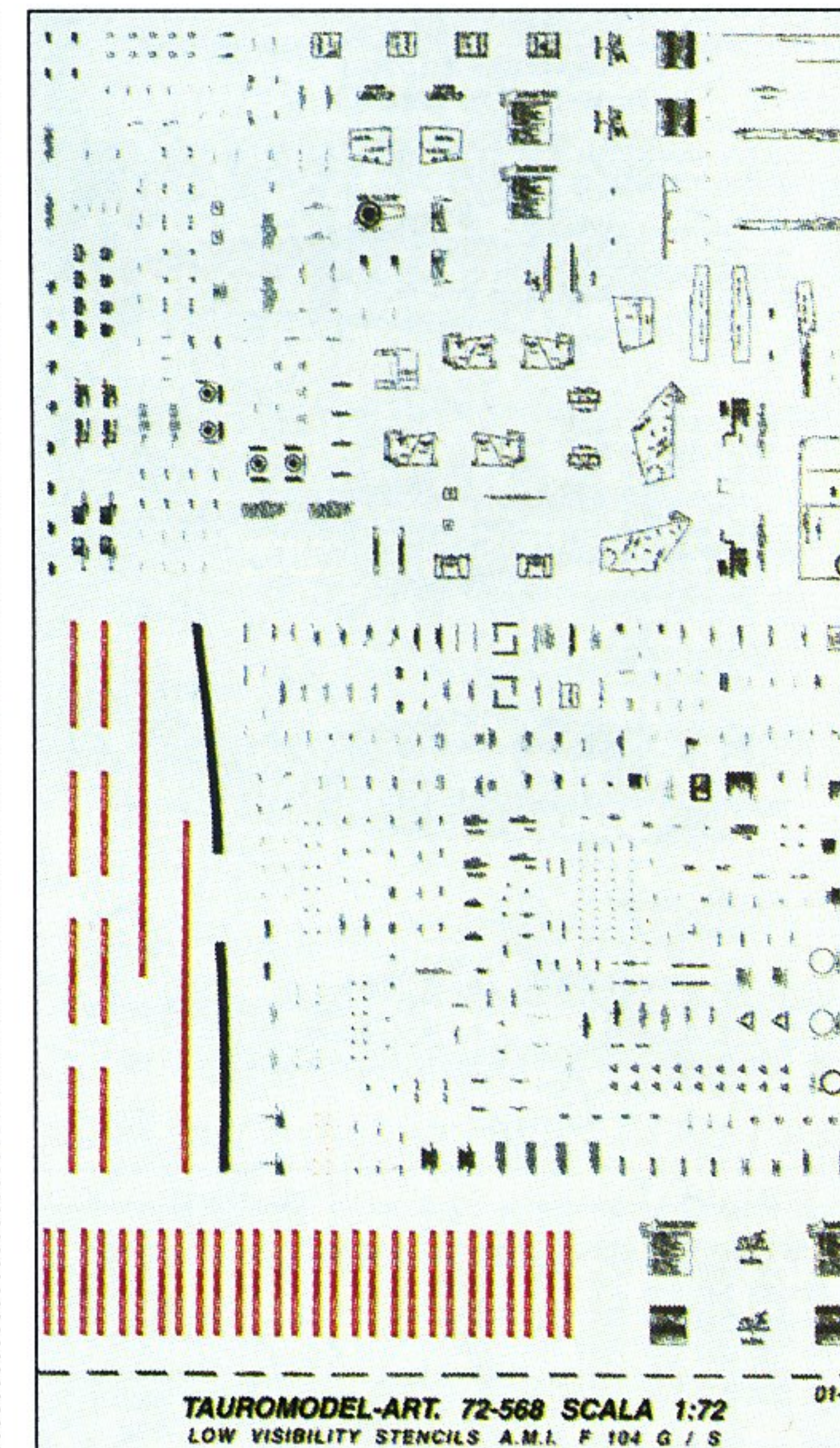


This is the decal sheet from 72/513 'Regia Aeronautica Insignia'



These are the instructions for sheet 72-568 'Low Visibility Stencils'

- 4. SM 79 of 205a Sqn. 41o Gr., 12o Stormo B.T, in Italy in 1940. This machine is Giallo Mimetico 3 (Dark Green),Verdi Mimetico 3 (Brown) and Marrone Mimetico (Dark Yellow) over Grigio Mimetico (Grey).
- 5. SM 79 of 257a Sqn, 108o Gr., 36o Stormo B.T, in Italy in 1940. This machine is Giallo Mimetico 3 (Yellow),Verdi Mimetico 1 (Green) and Marrone



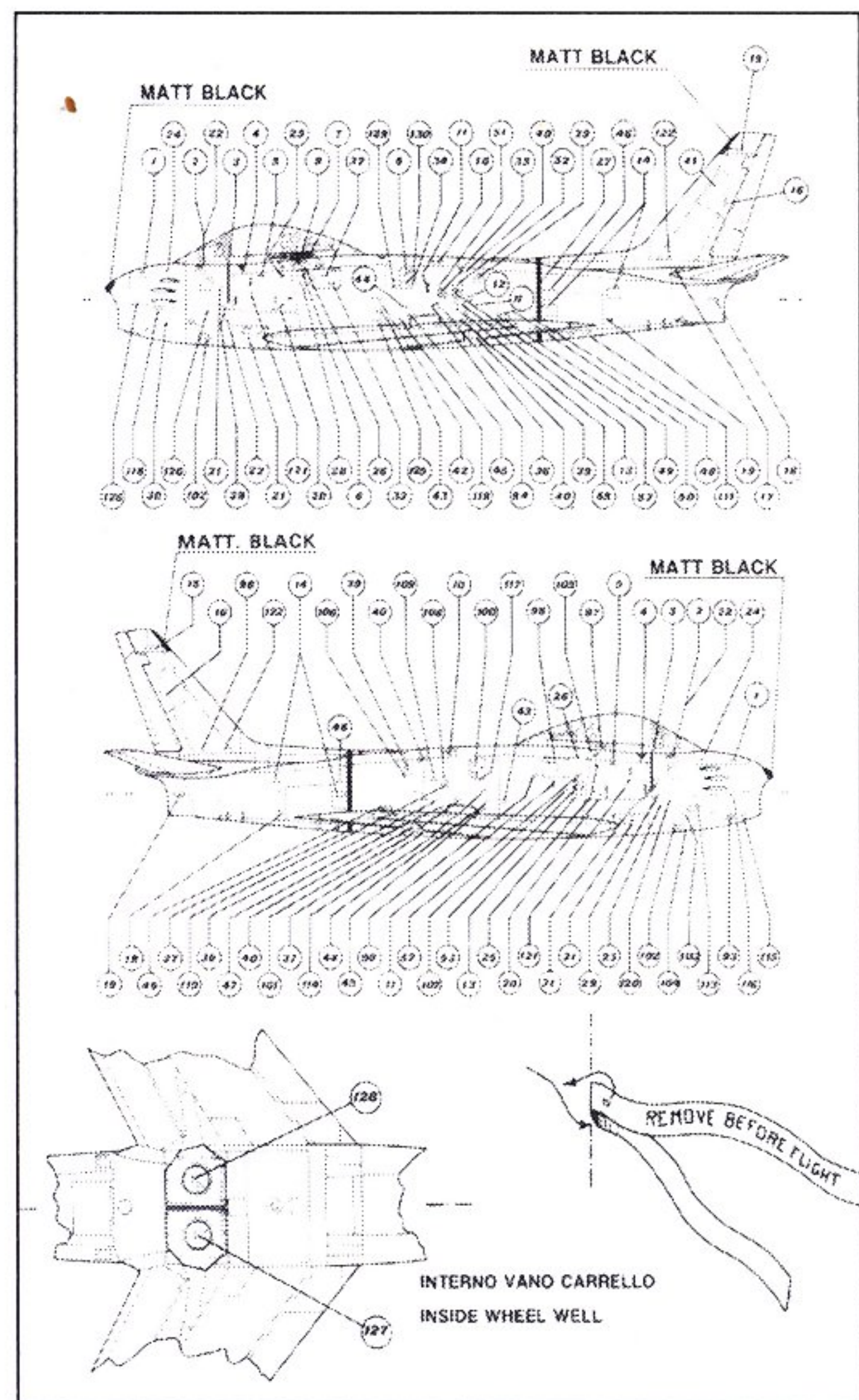
This is the decal sheet from 72-568 'Low Visibility Stencils'

Mimetico 2 (Brown) over Grigio
Mimetico (Grey).

- 6. SM 79 of 58a Sqn, 32o Gr., 10o Stormo B.T, in Sicily in 1942. This machine is Verde Oliva Scuro 2 (Olive Green) over Grigio Azzurro Chiaro 1 (Light Blue Grey).
- 7. BR 20 of 235a Sqn, 60o Gr., 41o Stormo B.T, in 1939. This machine is Giallo Mimetico 3 (Yellow),Verdi Mimetico 3 (Dark Green) and Marrone Mimetico 1 (Brown) over Grigio Mimetico (Grey).
- 8. BR 20 of 9a Sqn, 25o Gr., 7o Stormo B.T, in Italy in 1941. This machine is Giallo Mimetico 3 (Yellow),Verdi Mimetico 3

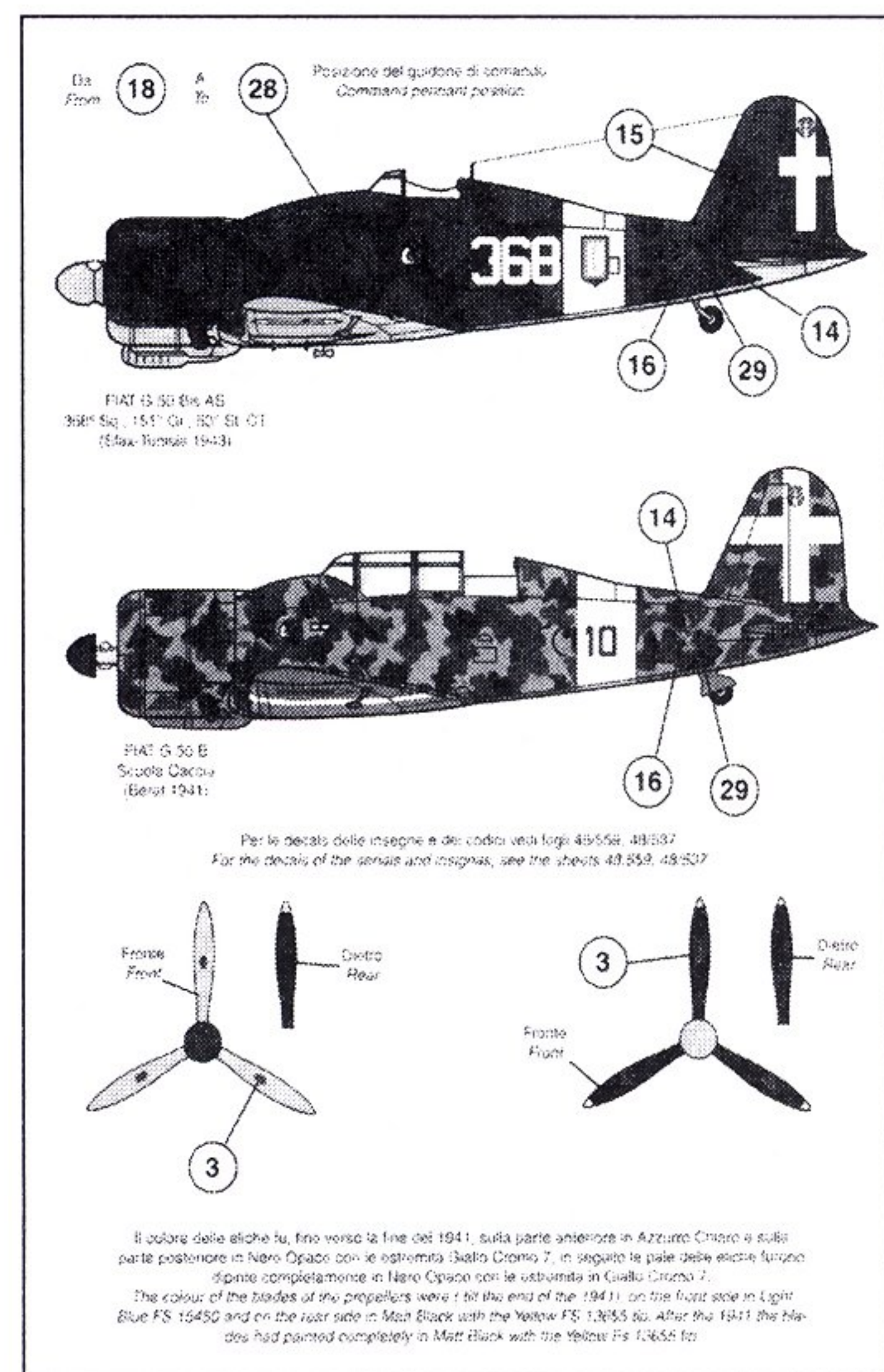
Decals

(Dark Green) and Marrone Mimetico 1 (Brown) over Grigio Mimetico (Grey).
 • 9. BR 20 of 5a Sqn, 43o Gr., 13o Stormo B.T. This machine is Giallo Mimetico 3 (Yellow),Verdi Mimetico 3 (Dark Green) and Marrone Mimetico 1 (Brown) over Grigio Mimetico (Grey).
 • 10. BR 20 of 277a Sqn, 116o Gr., 37o



These are the instructions for sheet 72-512 which offers stencils for the Tornado, F-86E and MB 326

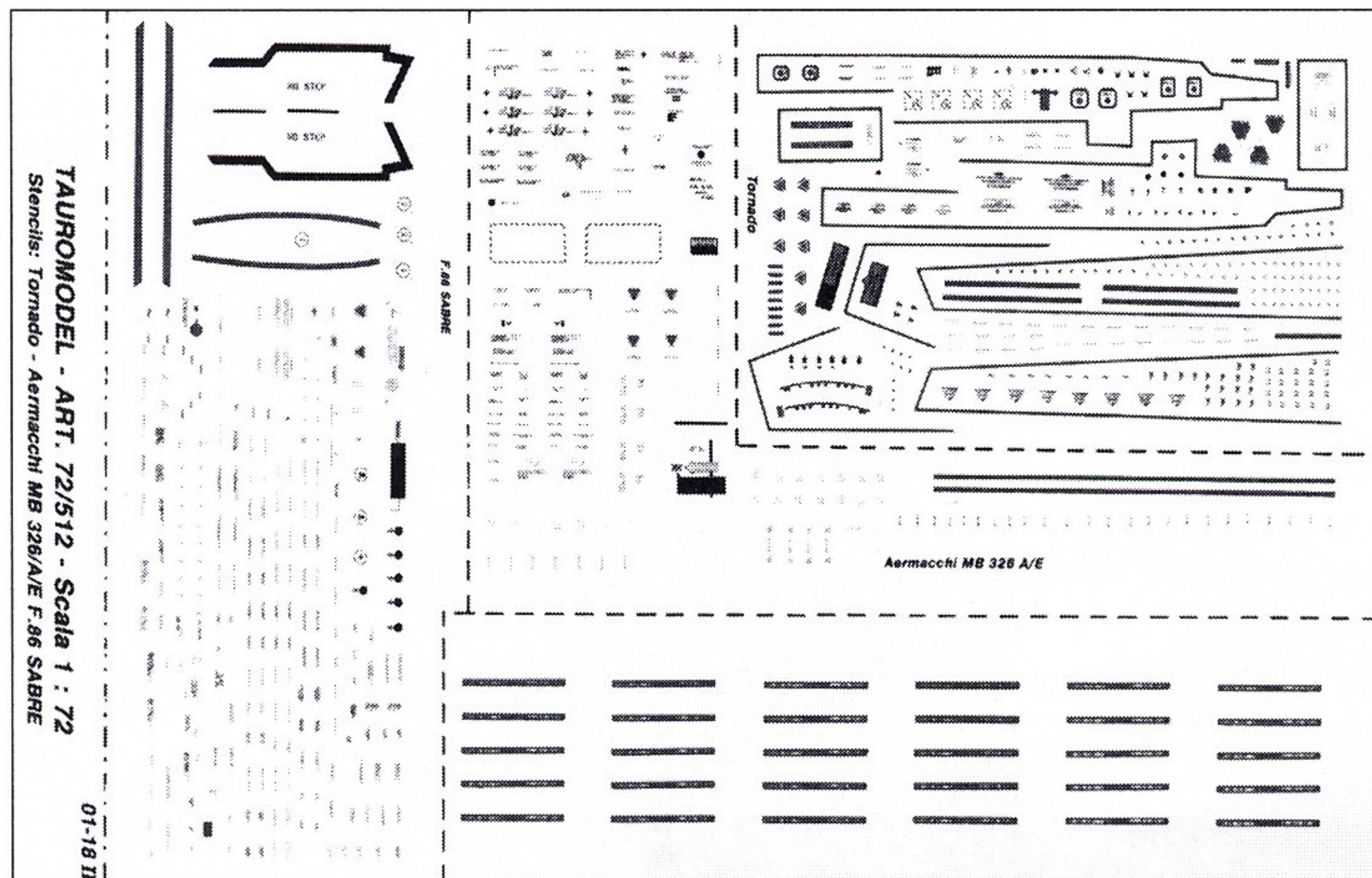
Stormo B.T, in 1941. This machine is Giallo Mimetico 3 (Yellow),Verdi Mimetico 3 (Dark Green) and Marrone Mimetico 1 (Brown) over Grigio Mimetico (Grey).
 • 11. IMAM Ro 37Bis of 33a Sqn, 61o Gr.,Oss. Aerea, Milan 1938. This machine is Giallo Mimetico 1 (Yellow),Verdi Mimetico 2 (Green) and Marrone Mimetico 2 (Brown) over Grigio Mimetico (Grey).
 • 12. IMAM Ro 37Bis of 115a Sqn, 67o Gr.,Oss. Aerea, Italy 1938. This machine is Giallo Mimetico 1 (Yellow),Verdi



These are the instructions for sheet 48-564 'Regia Aeronautica stencilling'

Mimetico 2 (Green), Marrone Mimetico 2 (Brown), Bruno Mimetico (Brown) and Verde Mimetico 1 (Green) over Grigio Mimetico (Grey).
 • 13. IMAM Ro 37 of 39a Sqn, 5o Gr.,Oss. Aerea, Italy 1941. This machine is Giallo Mimetico 3 (Yellow),Verdi Mimetico 3

(Green) and Marrone Mimetico 2 (Brown) over Grigio Mimetico (Grey) with the entire engine cowling in yellow.
 • 14. Fiat BR 20 of 14a Sqn, 4o Gr., 7o Stormo B.T.in 1937. This machine is silver overall.
 The decal sheet includes all the unique markings for each of these options along

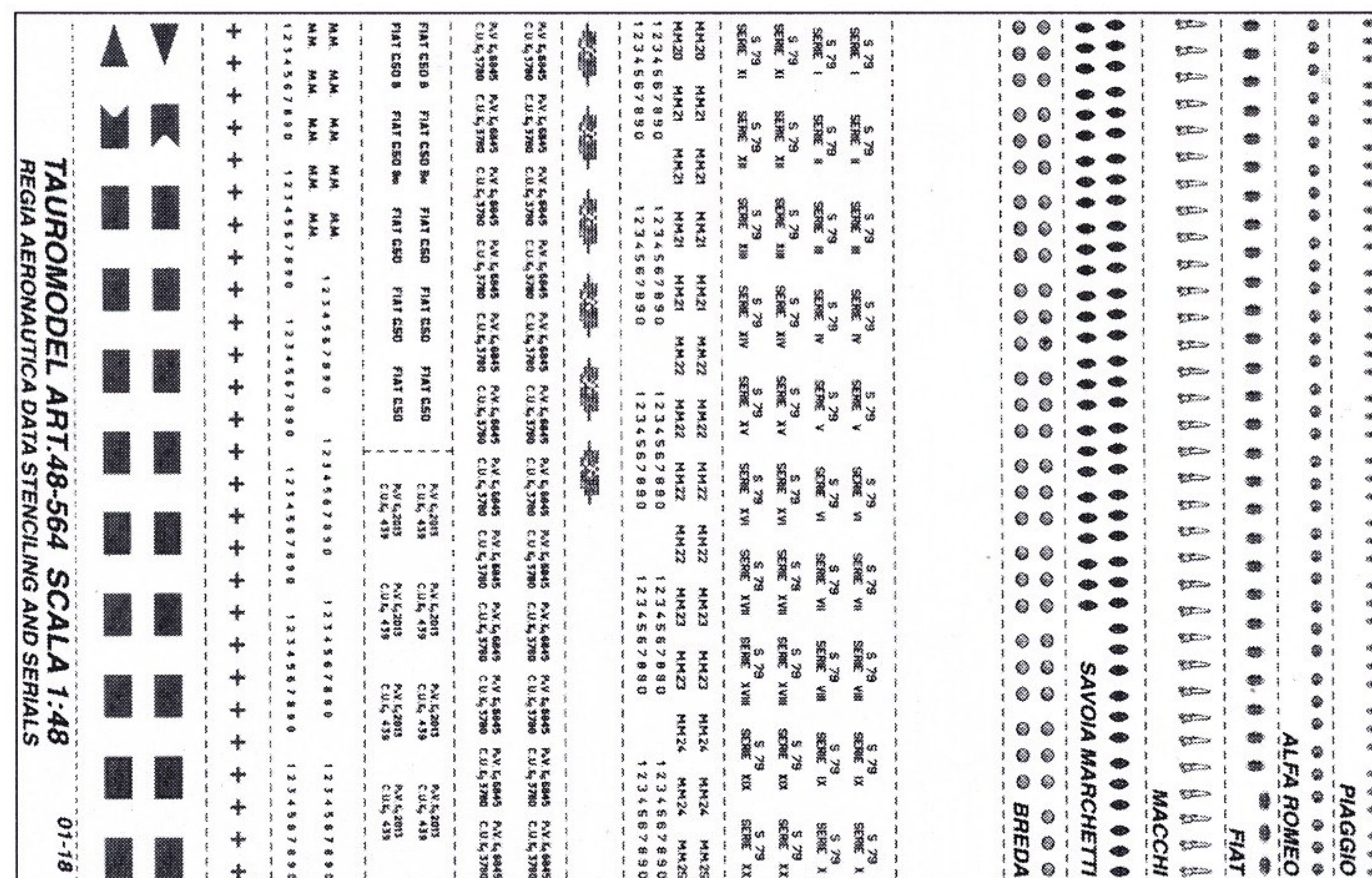


This is the decal sheet from 72-512

with a number of stencils and serial numbers. There are no national insignia or badges, so you would have to obtain them from Tauro sheet 72-510.

ART 72-568 Low Visibility Stencils (F-104)

This sheet contains just what the title says, a complete set of low-vis stencilling for the F-104 Starfighter. The large sheet is absolutely crammed with images, and they are all apparently applied to one machine! The comprehensive decal placement chart soon confirms this as the whole aircraft is covered in arrows indicating where each stencil goes. The set also includes a number of RBF tags for the ejection seat etc.



This is the decal sheet from 48-564

ART 72-512 Stencils: Tornado, F-86E and MB 326

This is another sheet containing a mass of small stencils for the chosen subjects. The sheet is covered in images and offers one complete set of stencils for the Tornado, MB 326 and F-86E Sabre. The comprehensive decal placement charts show where each of the images goes and there are also a number of RBF tags for the ejection seat etc.

ART 48-564 Regia Aeronautica stencilling

This is another complete sheet of stencils. This one however is to the larger scale and is basically a mass of company logos for the likes of Piaggio, Alfa Romeo, Fiat, Macchi, Savoia Marchetti & Breda. On top of this you get the white bands carried on the backs of Italian aircraft

propellers, serial number blocks for SM 79s and Fiat G.50s as well as a mass of stencilling, First Aid markers and a number of squadron/rank pennants. Overall, if you like Italian subjects of WWII in this scale, then this sheet (or a couple) are a real MUST.

The quality of each of these sheets is quite superb and the tiny stencilling on the 1/72nd scale sheets is readable! The release of stencils in 1/48th scale for WWII Italian subjects is something I have long awaited, as I have a number of Italian kits in this scale that will benefit from this sheet. Certainly if the scale and subject is to your liking, then these sheets are worth considering, although I

think you will go boss-eyed applying all those stencils to the F-104!

Our thanks to Tauro Model for the review samples.

Information

Worldwide Enquiries: Tauro Model s.a.s (address elsewhere)

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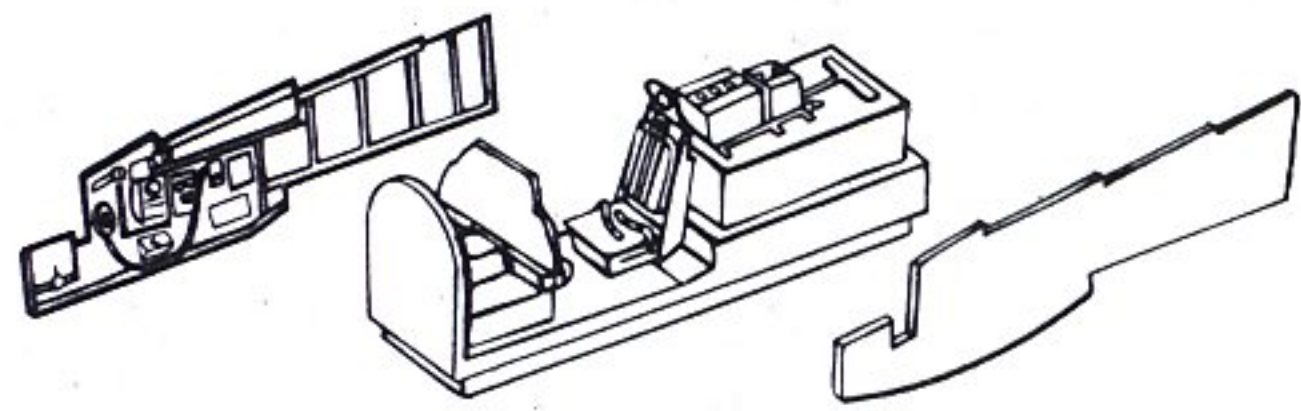
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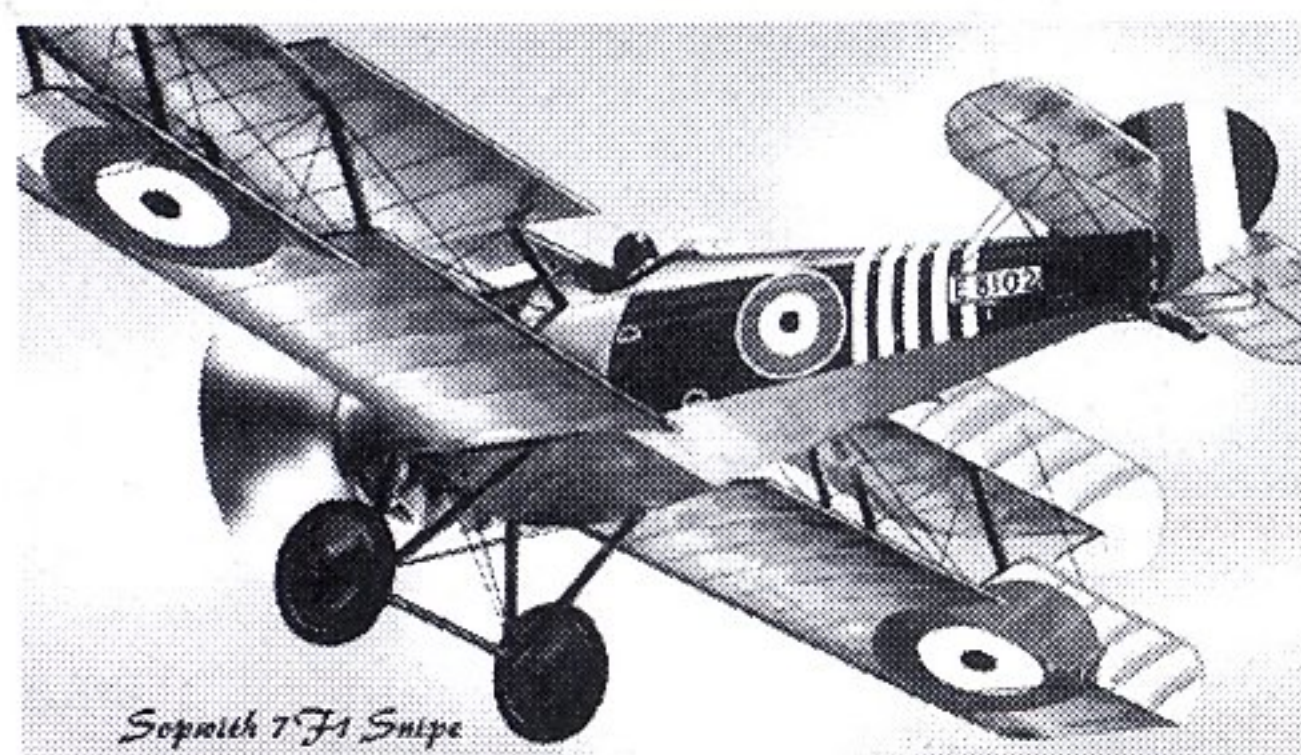
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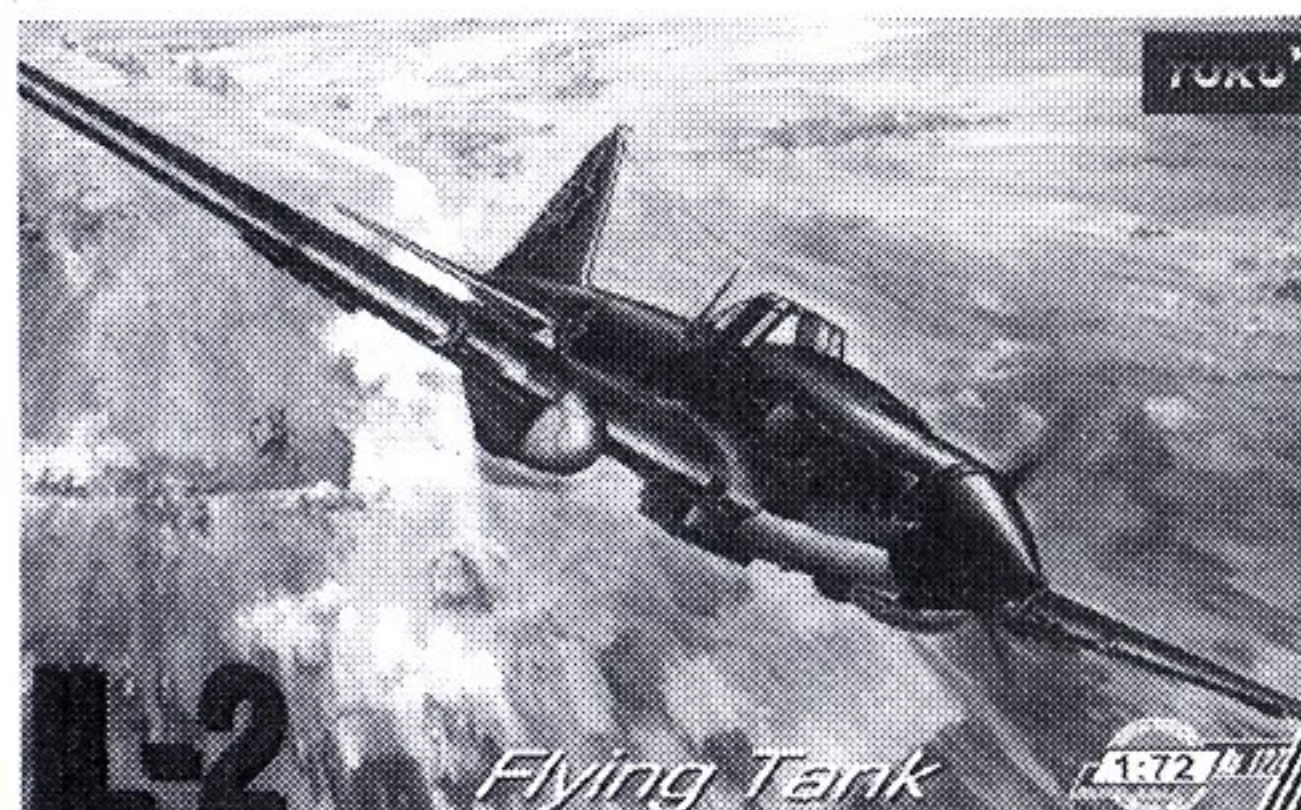
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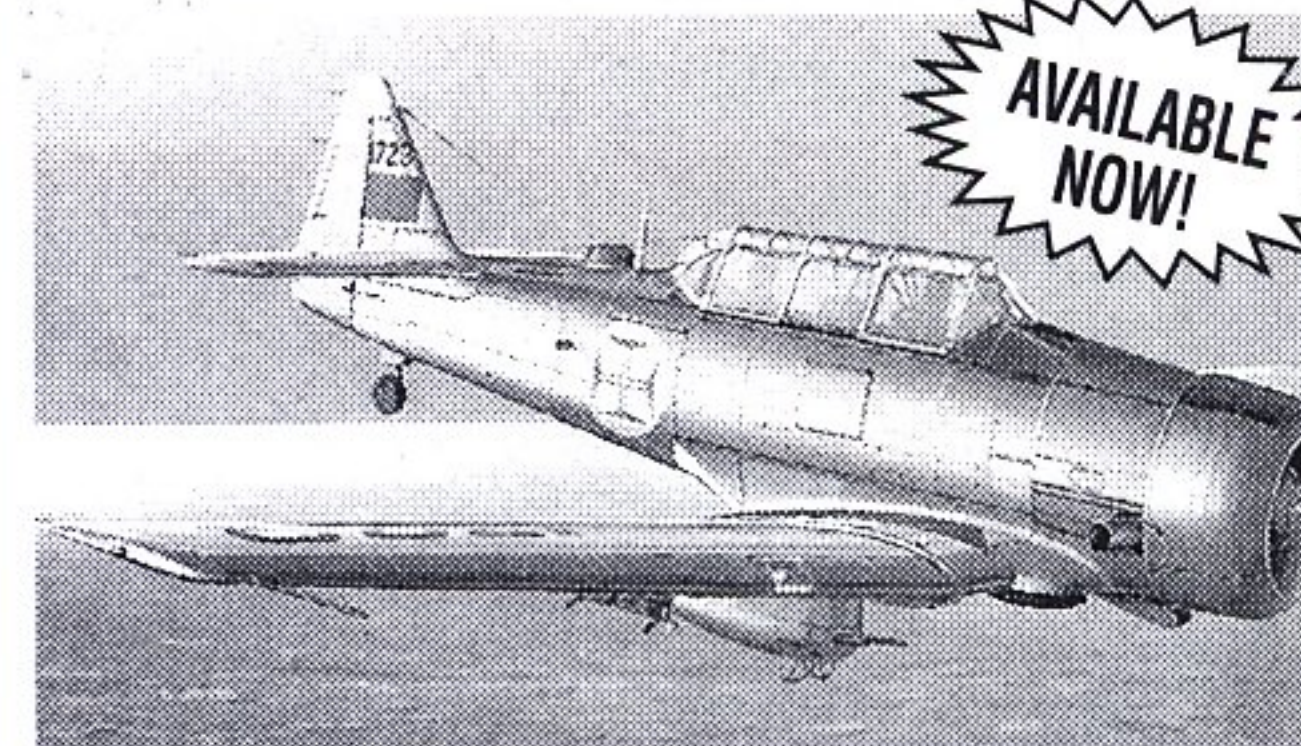
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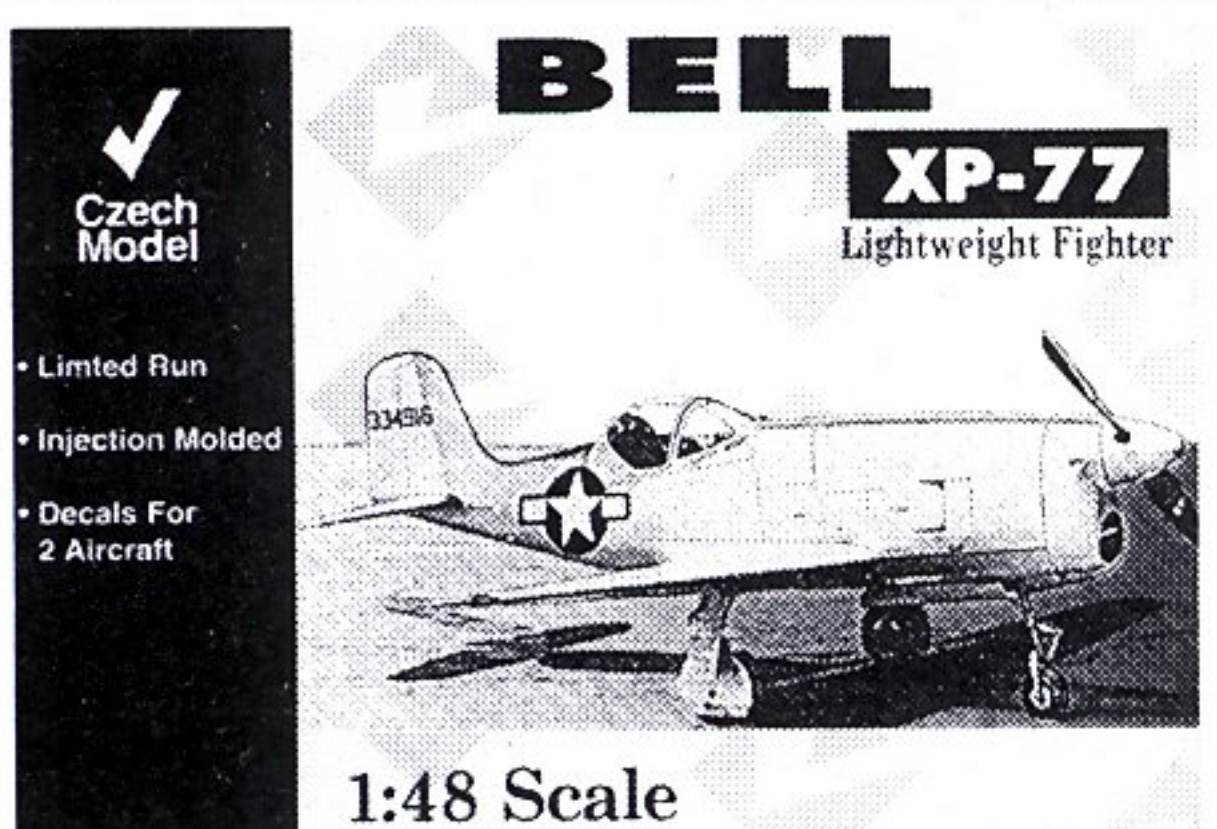
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Decals

More from SkyModels

As a follow-on from last month's review of the SM 79 sheet in 1/72nd scale from this source (See Vol 4 Iss 4 Page 218/9), we have received another new sheet directly from this manufacturer.

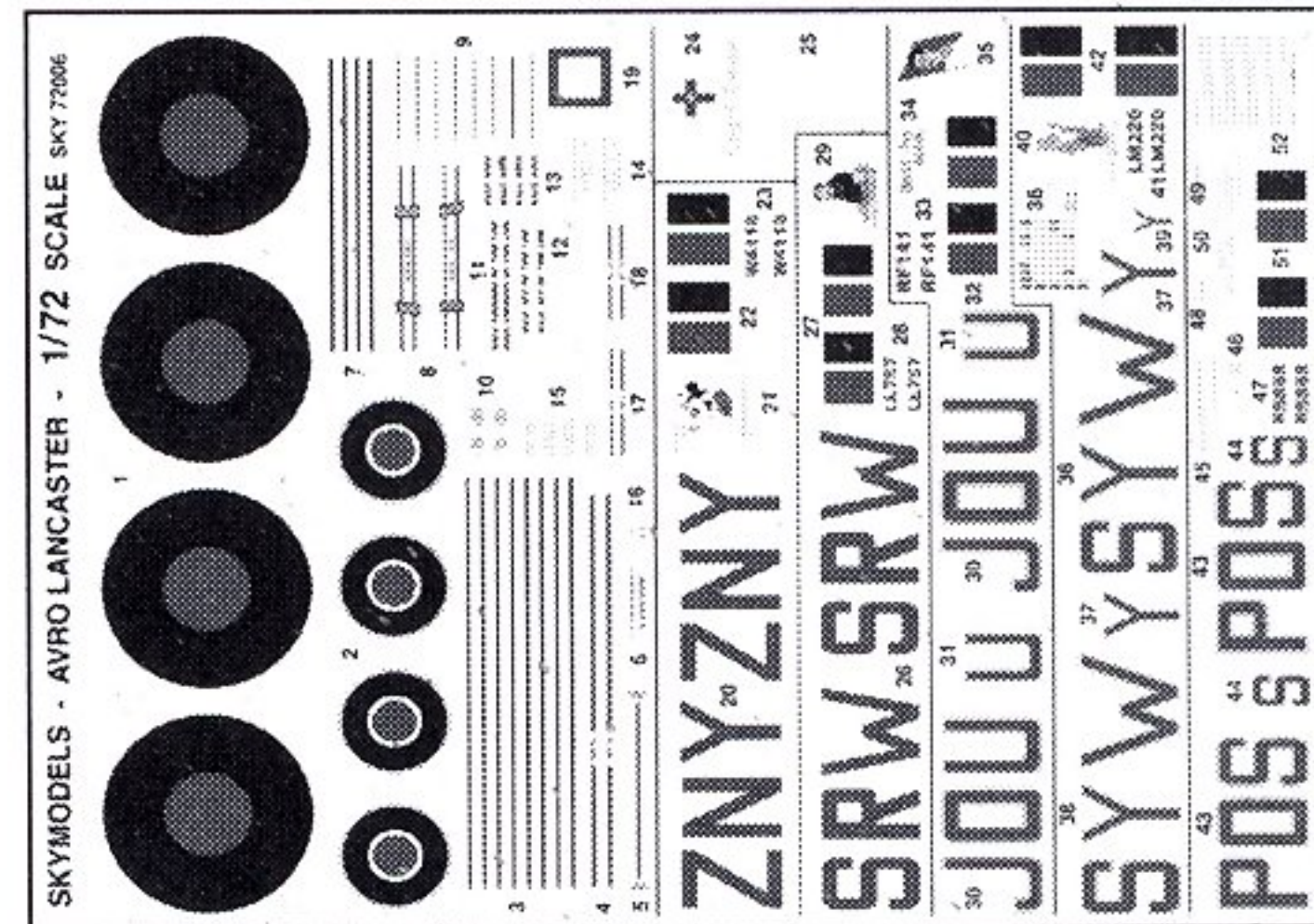
SKY 72-006 Avro Lancaster

- 1. LM220, WS• Y of No.9 Sqn. and flown by Flt. Ltn. W.D.Tweddle during the Grand Slam attacks on Tirpitz.
- 2. RF141, JO• U of No.463 Sqn.RAAF, based at Sellingthorpe in 1945. This machine carries nose art and 'Uncle Joe Again!' on the nose.
- 3. R5868, PO• S of No.467 Sqn.based at Sudbury in 1945. This machine is now preserved in the Royal Air Force Museum at Hendon, North London and carries those mass of ops markings and the good old 'No enemy bomber will fly over the Reich...' speech on the side.
- 4. LL757, SR• W of No.463 Sqn.RAAF, based at Skellingthorpe in 1945. This machine carries the nose art 'Oor Wullie' below the cockpit.
- 5. W4118, ZN• Y of No.106 Sqn., based at Syverston in November 1942 and flown by Sqn Ldr. Guy Gibson. This machine carries Mickey Mouse nose art below the cockpit.

You also get two additional aircraft

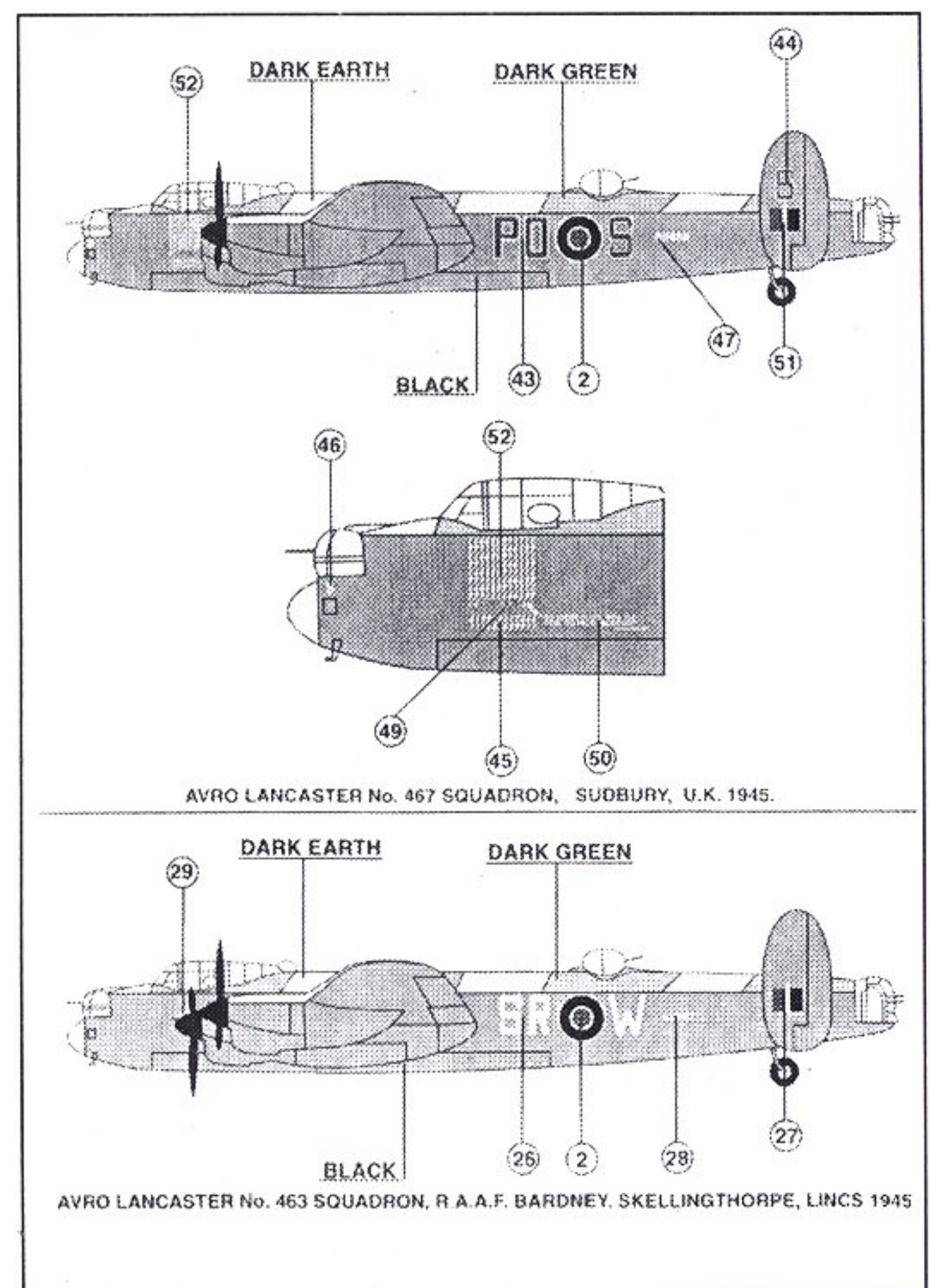
unique markings and these are the 'City of Lincoln' crest and title for the BMF Lancaster (PA474) and the skeleton nose art which was carried on the side of LM378 (PG• J) which was operated by 619 Sqn and flown by Fg. Off. K.M.Roberts.

Isn't it nice to have some excellent decals for the Lancaster, pity we had to wait for an



Decal sheet 72-006 for the Avro Lancaster

Italian source to have the faith to cover this type. With the number of Lancaster kits out there I am sure this sheet will find a lot of eager purchasers. The sheet is very well printed with excellent register and colour density and the sheet also includes two complete sets of national insignia and stencilling for the type. The little instruction



This is a selection of the aircraft offered on this new sheet from SkyModels

sheet also includes a complete colour cross-reference chart, listing all applicable colours by FS number and Humbrol, Molak, Tamiya and Gunze paint ranges. Our thanks to SkyModel for the review sample

Information

Worldwide Enquiries: SkyModels, Via
Nonantola 10, 00100 Rome, Italy
E-mail: fn 026503@flashnet.it

Correction - ADS Decals

Last month we reviewed advanced samples of the latest decal sheets from ADS (See Vol 4 Iss 4 Page 218), without the instruction sheets to illustrate fully all the options on offer. To allow all of our readership worldwide to appreciate what

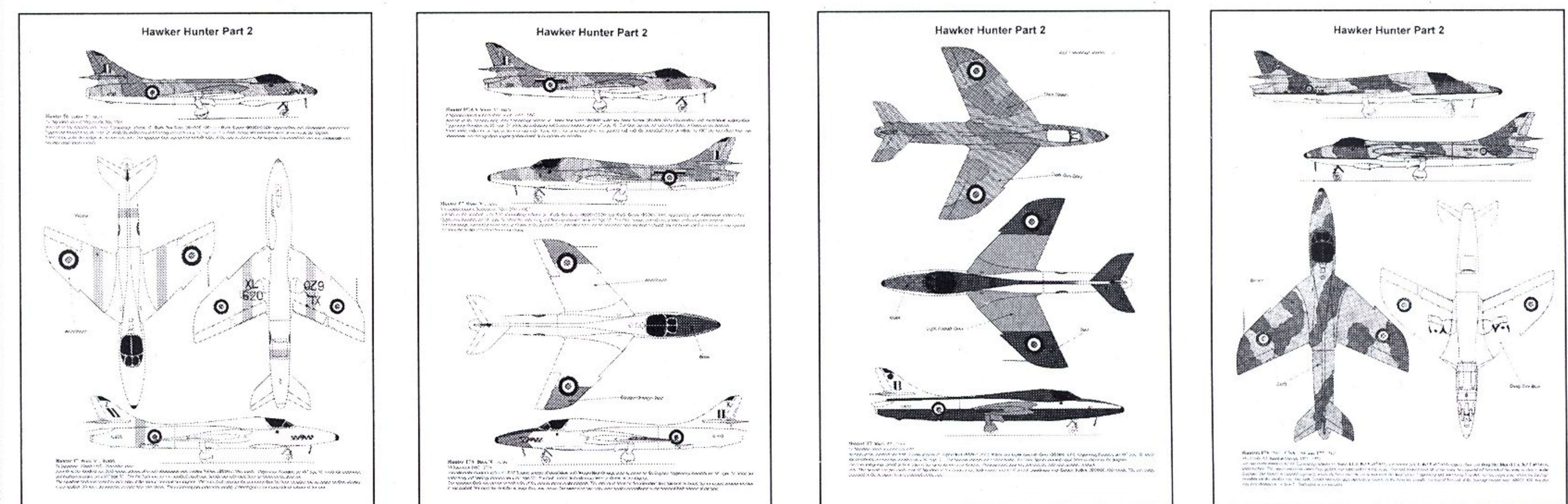
is on each sheet here are the instructions included with each

We also managed to publish the price of the 1/32nd scale sheets instead of the correct price for these 1/48th scale offerings. To put the record straight, the

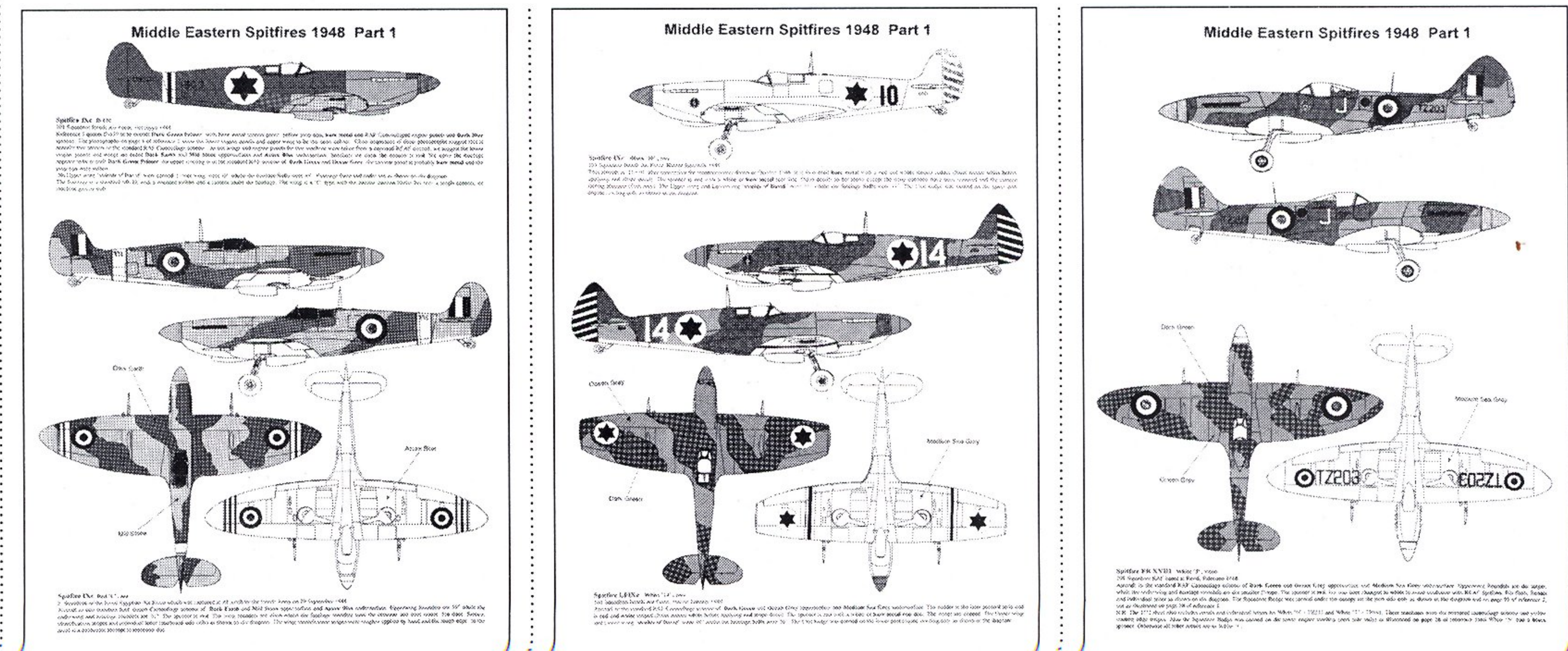
correct price for both sheets (003-48 and 010-48) is £4.95. Apologies to ADS for this error.

Information

Worldwide Enquiries: ADS Decals, PO Box
1768, Bristol, BS37 5FS
Tel/Fax: 01454 850119
E-mail: welshwun@msn.com



Above: The instruction sheets for sheet ADS 003-48 'Hawker Hunter Pt.2'



The instruction sheets for sheet ADS 010-48 'Middle Eastern Spitfires 1948 Pt.1'

The latest from Verlinden

I am sure that most of you have come across the excellent products of this company before, well here is a selection of their latest sets, which have been passed to us by the UK importers.

Scale: 1/48th **Set No.:** 1289

Subject: Mitsubishi A6M2b Type 21 Zero

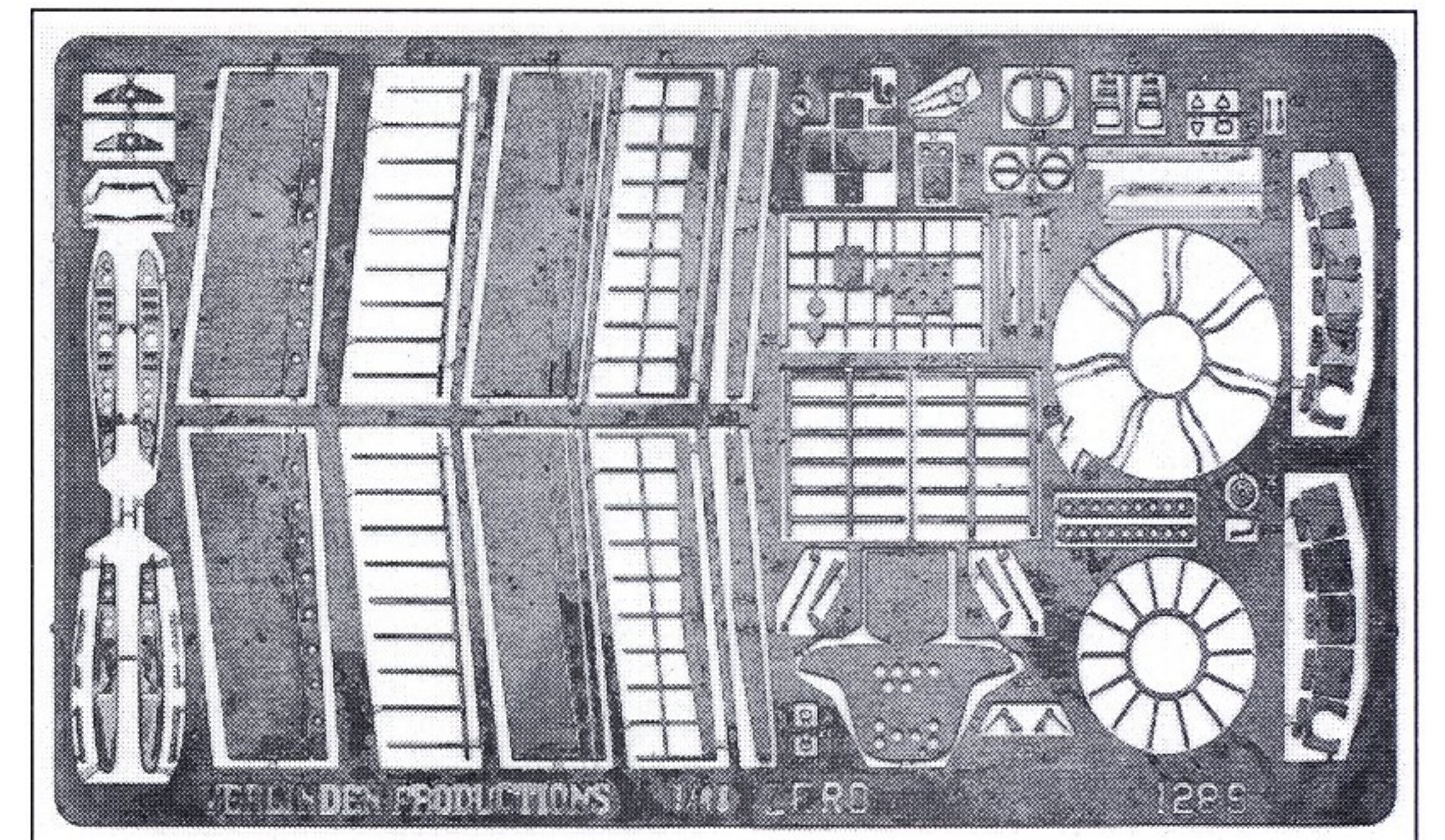
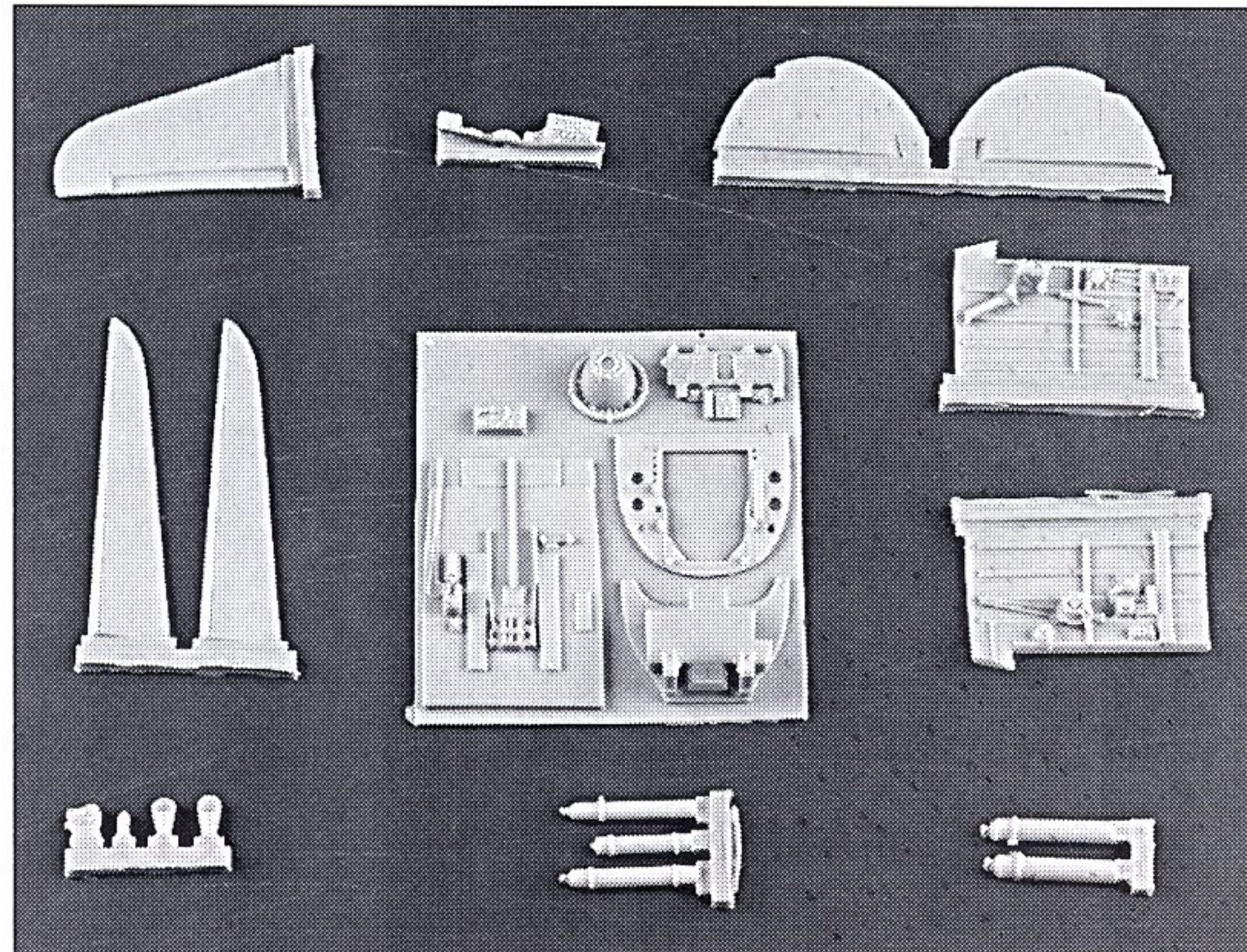
Type: Detail Set **Designed for:** Hasegawa kit

Parts: Resin 23, Etched 69

Price: £19.00

What you get in the set is both interior and exterior updates for the Hasegawa kit. Internally you get a new cockpit floor, rear bulkhead, instrument panel bulkhead, instrument panel, sidewalls, gun sight and oxygen bottles, all in resin. In etched brass you get the seat, ring and sten for the gun sight, seat belts, rudder pedals, sidewall ribbing and the seat adjustment lever. Externally for the airframe you get separate wing tips, a new reduction gear casing for the engine, exhaust stacks and separate elevators, all in resin. The etched details include separate flaps, the hinges for the folding wing tips, separate cowl flaps, the tie-down points on each oleo leg and the ignition and oil piping for the engine.

piece), steering wheel, 'merrican', wheels, spare wheel, suspension spring units, seat backs, radio equipment, prop shaft, difs, dashboard and gear lever. To this are added, in etched brass, the windscreen, windscreen wipers, bumper, headlight



This is the etched brass fret from set 1289

The resin components from the Zero update (Set 1289)

guards, rear-view mirrors, hand holds, radio antenna mast mount, rear guard and 'merrican' handle plus a number of other smaller details.

You should note that the instructions

can be utilised to make the aerial antenna.

Scale: 1/48th **Set No.:** 1302

Subject: Messerschmitt Bf 109G-2

Type: Super Detail Set

Designed for: Hasegawa kit

Parts: Resin 55 Etched 61 & Copper Rod, Wire & Plastic Rod

Price: £19.95

This set will allow you to not only detail the cockpit, but fit a complete engine, open the cowls, drop the control surfaces and expose the gun mounts on the upper fuselage decking.

for the seat harness, trim wheel and control chain and the access panel on the decking behind the pilot's head.

For the exposed engine you have to remove the forward section of the kit, then install the new rear bulkhead and cannon ammunition boxes before you can detail the engine with all its ancillary equipment. The main components here are resin and the level

of detail is stunning. Little in the way of brass is used at this stage and once the engine is in position you can add the new resin cowls. Onto these are fitted the new intake and sand filter unit, plus the lower oil cooler panel with separate cooling flaps supplied as etched brass. The work is not finished yet, as you next have to replace the kit's radiator units with some excellent ones in resin complete with all their pipework. The final details in the set consist of the square hinged access panel on the centre line, just aft of the lower engine cowlings, separate radiator flaps and the linings for each wheel well, all of which are supplied as etched brass.

Just to make sure you can pose all the control surfaces at a more realistic angle, the set also includes a new rudder, elevators and ailerons, all as resin and all designed to just replace these areas in the kit.

Scale: 1/48th **Set No.:** 1321

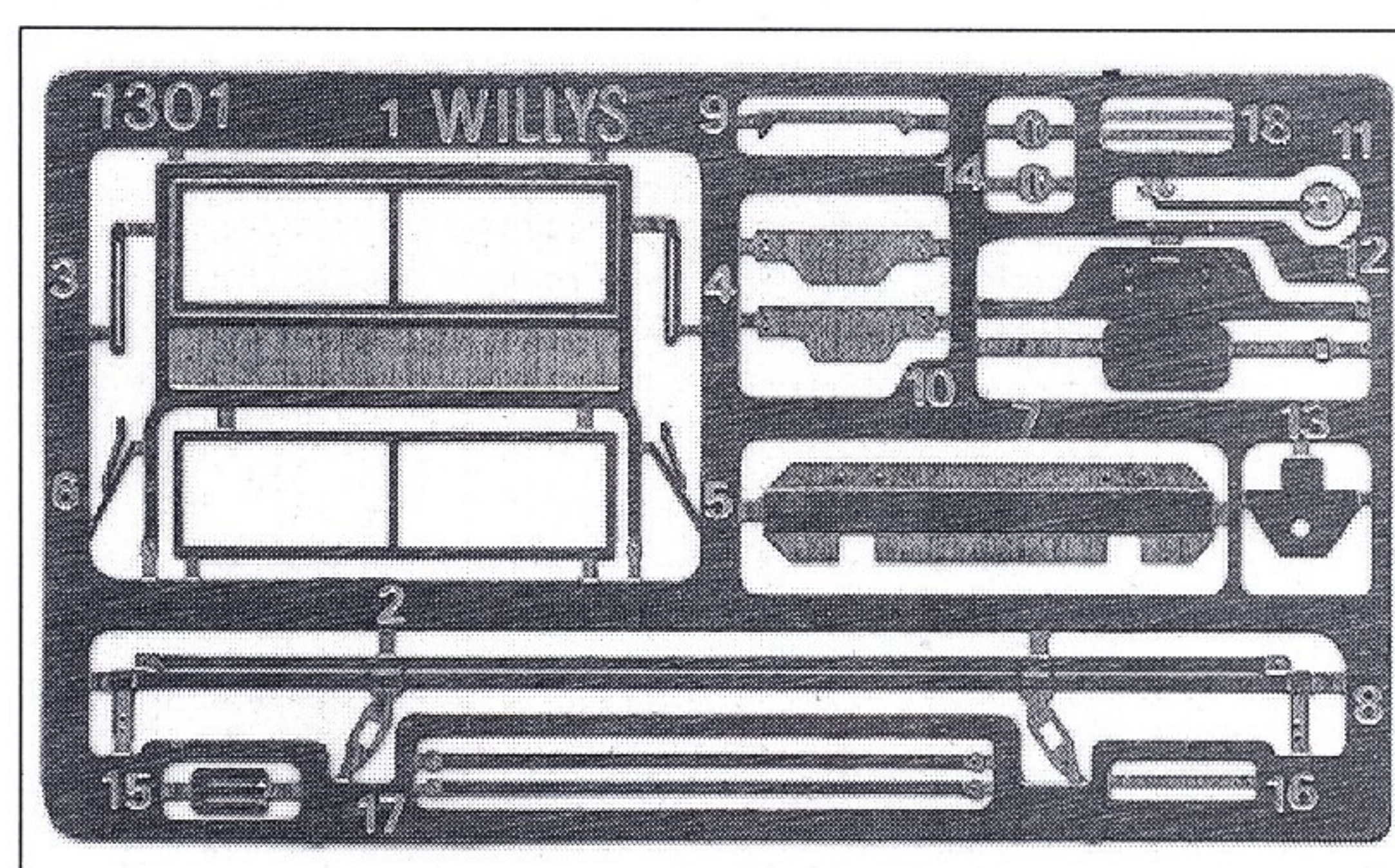
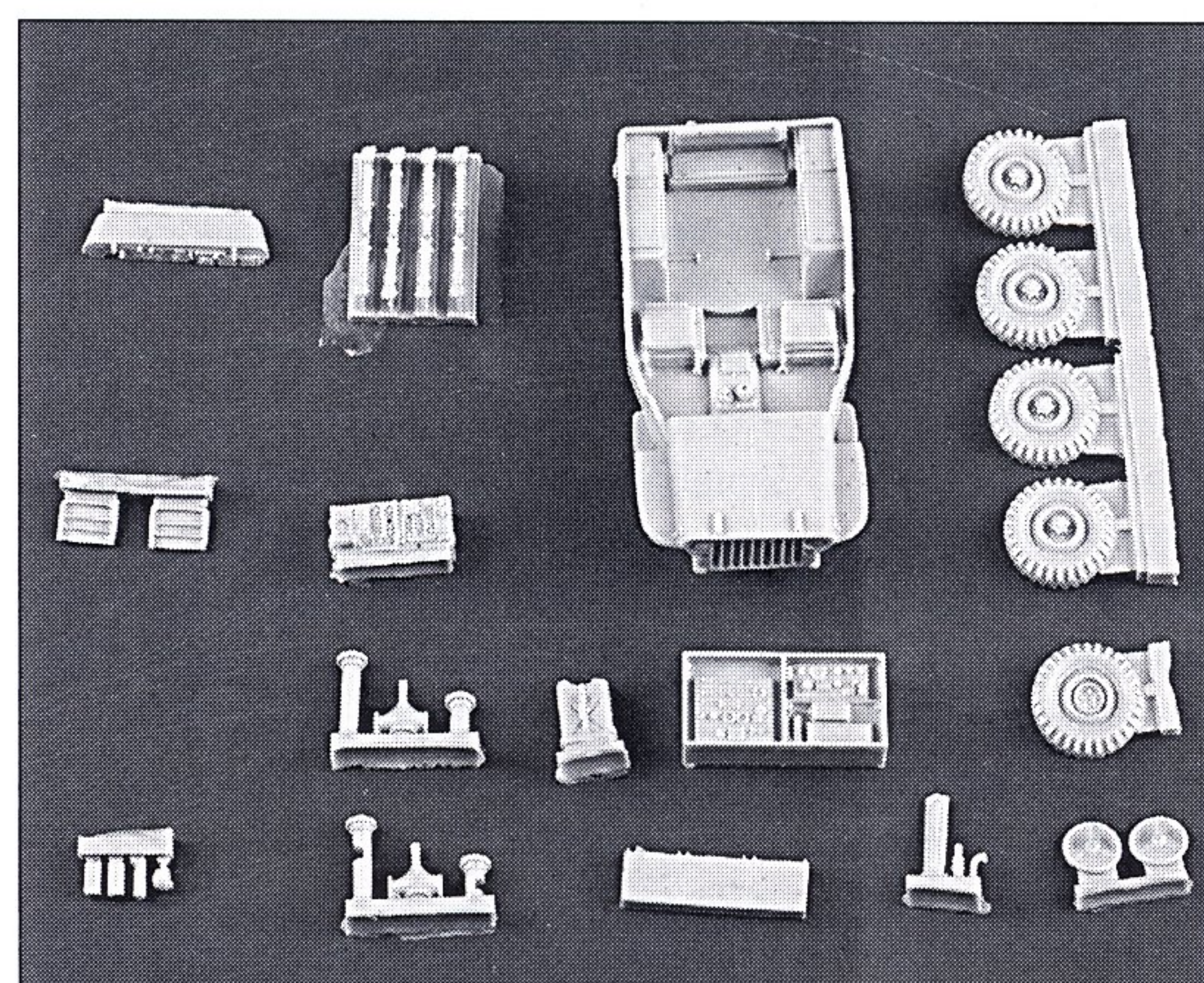
Subject: Messerschmitt Bf 109 Underwing Stores

Type: Accessory

Designed for: Any Bf 109

Parts: Resin 39, Etched 54 & Plastic Rod and Copper Wire

Price: £12.00



This is the small etched fret supplied with 1301

The main components of the 'Follow Me' airfield Jeep (Item No. 1301) are in resin

The set comes with clear instructions on how to fit most of the parts, although the pieces for the engine seemed to have been completely forgotten. The finish of the resin pieces is excellent, without any signs of air bubbles or surface imperfections on any of the parts. The cockpit components have been cast on a sheet of resin, so they will require careful sanding back to remove them, but overall the resin parts are first rate. The etched components seem quite thick, which is a good thing with pieces like the flap ribs. I like the way in which the inner flap has a mounting lip to accept the open portion, as this will ensure a strong joint at this rather delicate point.

Scale: 1/48th **Set No.:** 1301

Subject: 'Follow Me' Airfield Comms Vehicle

Type: Complete kit **Designed for:** N/A

Parts: Resin 32, Etched 22 & Clear Sheet, Plastic Rod and Decals

Price: £12.00

This is a lovely little Jeep, for use on any number of airfield dioramas. The main components are in resin and these comprise the main body (moulded as one

refer to a standard Willys Jeep, without making note of the fitment of the 'Follow me' sign and radio equipment which are used in this version. Use the excellent photograph on the box top to clarify all of these points. The set is completed with the

Internally you get a complete new cockpit. There is a floor and rear bulkhead assembly complete with the seat pan and backrest, both sidewalls, forward bulkhead with the option of a closed or open cannon breech for the motor cannon, control

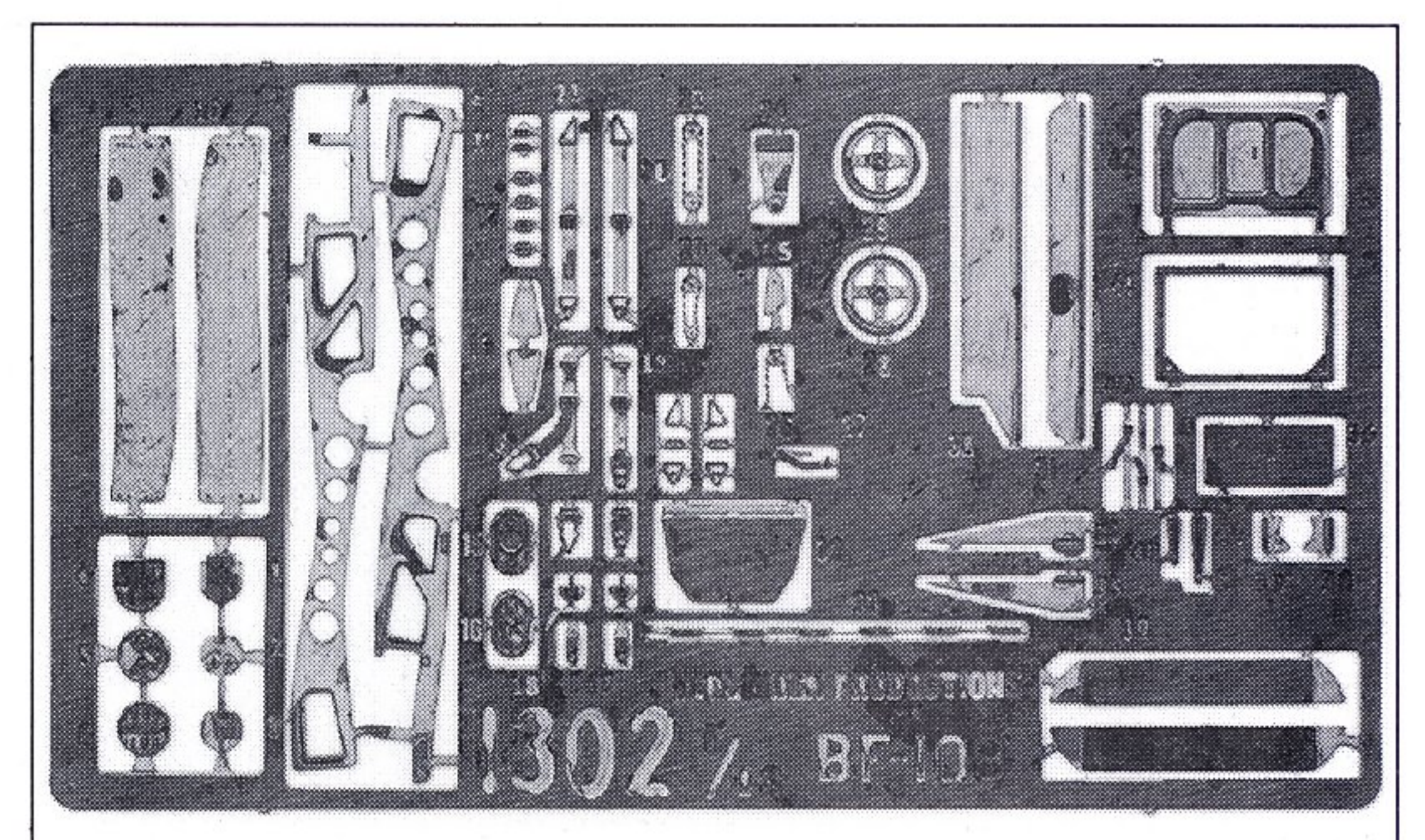


A true 'Super Detailing' set if offered for the Bf 109G-2 as item 1302. These are the resin components

clear sheet, which is sandwiched in between the etched windscreen surrounds and any excess can be used to mount the 'Follow Me' sign on. The plastic rod is for the prop shaft and once again any extra

column, rudder pedals, an instrument panel and the decking behind it (so you can expose those machine guns on the upper decking), all of which are supplied in resin. In etched brass you get the buckles

This is the sort of set which has been sorely missed for a while and Verlinden seem to be making it a bit of a speciality. Normally they offer wide selections of add-on accessories for armour, but with this set



This is the large etched fret in set 1302

they have moved into the aviation field.

The set can be used on any Bf 109 kit in this scale and with such a mass of different weapons, carrier and bombs for the type, the set is certainly good value. You get two exposed MG 151/20 cannon packs for the G-6, along with the access panel for ammo loading outboard of each unit on the wing

cannon barrels for each. The set also offers you two new gondolas to use as straight replacements for the kit parts. The standard drop tank rack for the type is also included in resin, along with the ETC 500/IXb carrier for one bomb and the ETC 50/VIIIId rack for four SC 50 bombs. A standard SC 250kg bomb is included, being moulded in two

tank carried by the type, so not only can you ensure your chosen model gets the right unit, but you have a number left over for future projects. The set is completed with four WGr 21 rocket launchers, which are cast as resin, plus two separate rockets and the supports for each unit which are cast in resin.

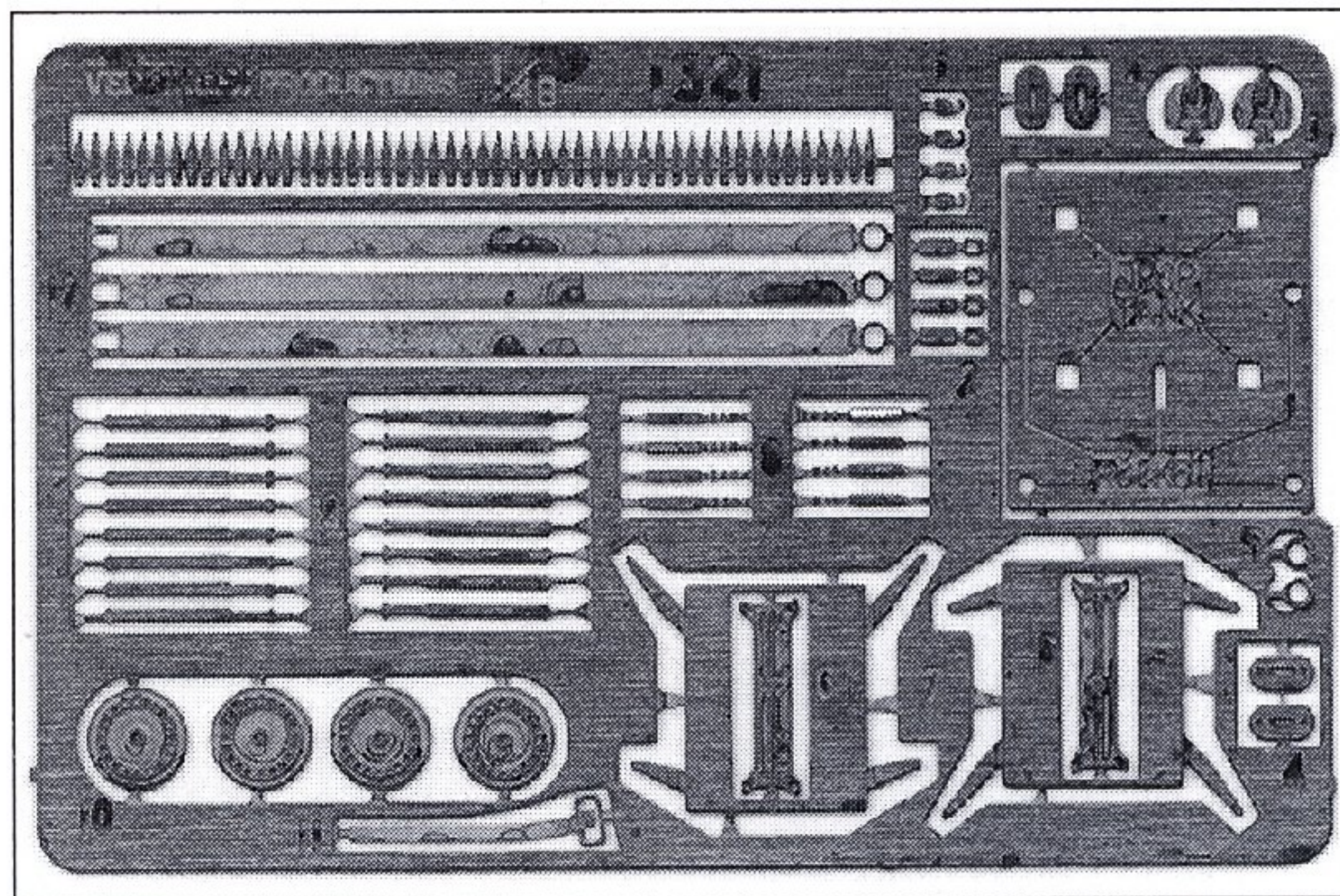
location lugs for the WGr rocket launchers and the wing drop tank fitment, which is a nice touch.

I do not think that I really need to tell most of you about the excellent quality of these kits, but for those of you who have never used any items from the Verlinden range, then they are well worth having. These recent aviation sets are most welcome and it seems that we can expect a number more from Verlinden throughout the coming months. If you do not have a source for these items within your area, the UK Importer listed below is able to supply anything from the range mail order, so there is no excuse for you not trying these excellent products out.

Our thanks to Historex Agents for the review samples



Things to hang under the wing of the Bf 109 are offered in set 1321, and these are the resin pieces



This is the etched fret in set 1321. Note the template for the fitment of the WGr launcher's and the wing mounted drop tanks

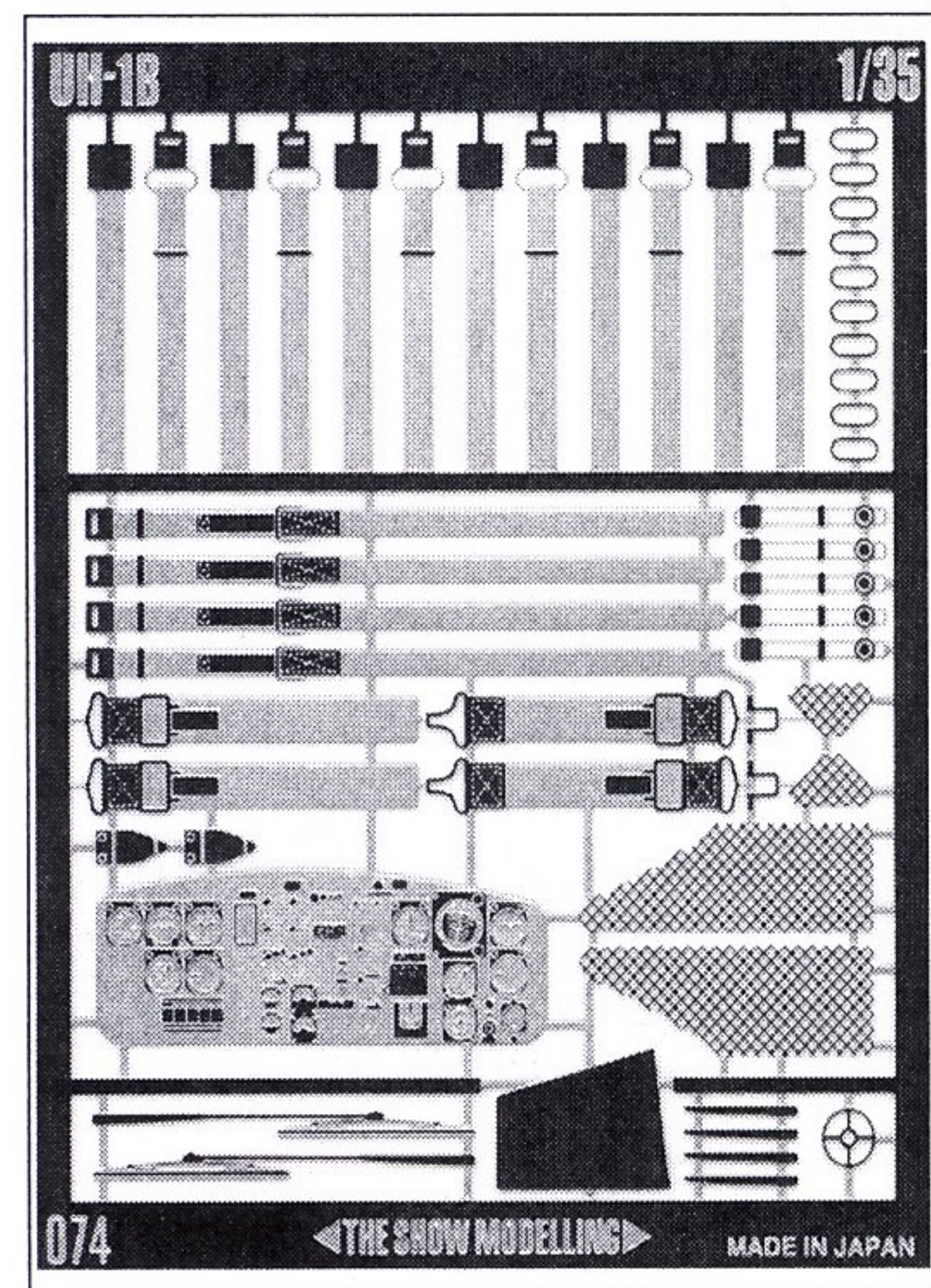
under surface. The main gondola and door is cast in fine resin, with the cannon breech also in resin. Although not noted on the instructions I suspect the plastic tube supplied is to be used to replicate the

resin parts with an etched nose ring, although surprisingly the metal support rods between each fin on this bomb are not supplied as etched. Thoughtfully though, Verlinden have supplied five styles of drop

Overall if you have a number of Bf 109s to make, you will, I am sure, find a use for all of the items in this set. It is also very impressive to note that the etched fret even includes a template for the correct

Information

UK Importer: Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent. CT17 9BZ
Tel: 01304 206720 Fax: 01304 204528
Email: sales@historex-agents.demon.co.uk
Worldwide Enquiries: The VLS Corporation, Lone Star Industrial Park, 811 Lone Star Drive, O'Fallon, MO 63366, USA.
Tel: (314) 281 5700 Fax: (314) 281 5750
Email: vlsmo1@i1.net



Set No. 074 for the 1/35th scale UH-1B/C Iroquois from Show Modelling

Iroquois Update from Show Modelling

Scale: 1/35th **Set No.:** 074
Subject: Bell UH-1B/C Iroquois
Type: Detail Set **Designed for:** MRC Kit
Parts: Etched 48

Price: £6.25

Although not an aviation scale, the subject matter certainly is and this Japanese company produce a number of etched update sets for armour related subject, although with the MRC kits of various helicopters in this scale, I suspect a lot of armour modellers are making helicopters and vice versa.

This latest set from this source is in etched stainless steel and although not the best of mediums to work with, in this scale it is far stronger than brass.

Annealing steel will have little effect, so you will have to fold all of these pieces into position and secure with superglue. The details provided include the wipers for the windscreen and the blade antenna on top of the cabin roof and a complete set of seat belts for both the crew and the bench seats in the rear compartment. Final details within the set include the microphone arm for each crew member's helmet, a new instrument panel and the perforated screens for the engine cowls.

Overall this is a simple, but effective set. The use of steel may put some off, but with certain items the in-built strength of the material is a real bonus. The inclusion

of the new instrument panel is nice, however having all the dial details as raised is a little counter productive, as they are a bind to paint and with other manufacturers using a perforated fascia with an acetate backing film for all the dials, they may like to look into the possibility of using that in future as it is ideally suited to this larger scale.

Our thanks to Historex Agents for the review sample

Information

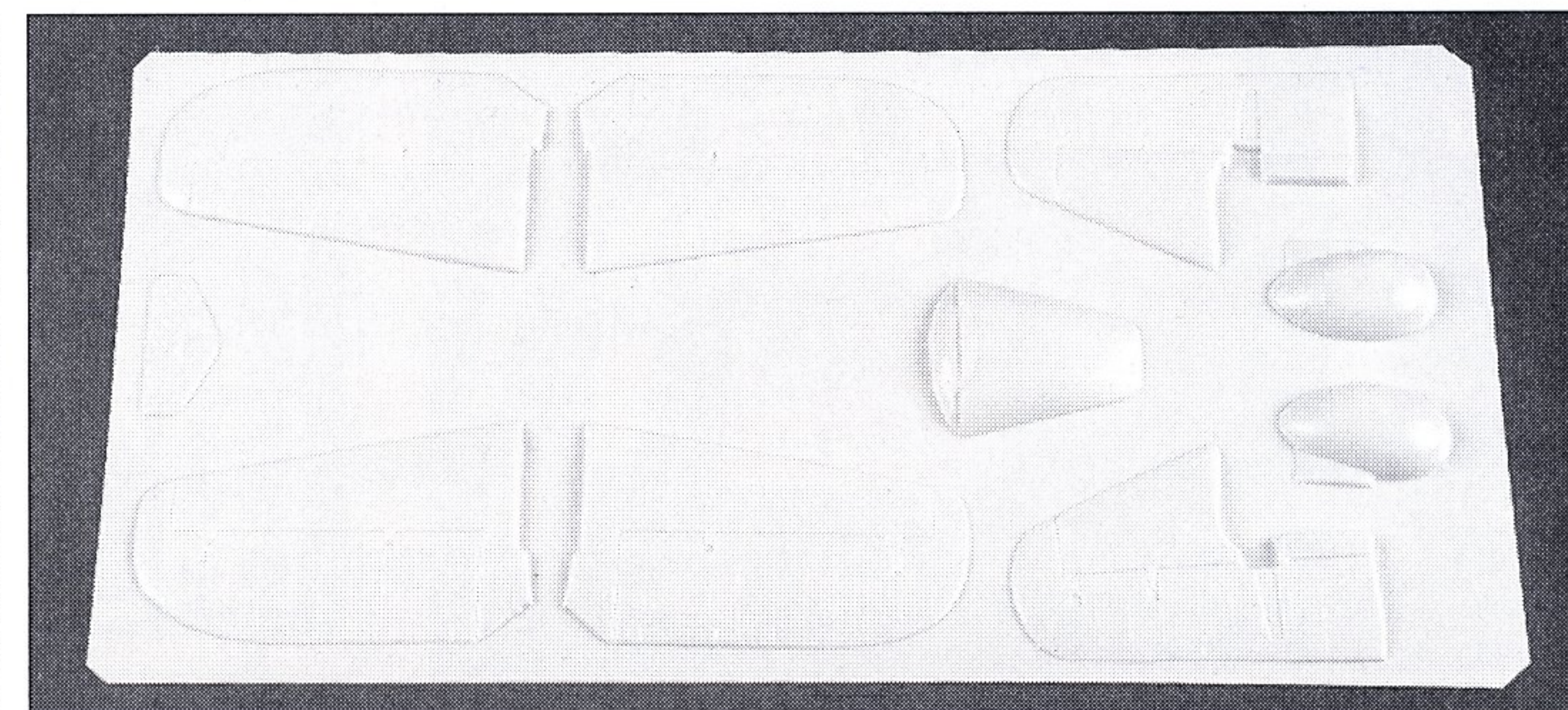
UK Importer: Historex Agents (address elsewhere)
Tel: 01304 206720 Fax: 01304 204528
Email: sales@historex-agents.demon.co.uk

PBY Conversion from Broplan

One of the most recent products from this source is a conversion and a sample of it has made its way to us directly from the manufacturer

Scale: 1/72nd
Set No.: MS-60
Subject: Consolidated PBY-6A Catalina
Type: Conversion
Designed for: Academy PBY-5 Kit
Parts: Vac-form 9
Price: £TBA

This is a very simple, but effective conversion. The nine vac-formed pieces comprise the enlarged vertical fin and rudder, plus tailplanes of the PBY-6A, along with the upper nose decking to depict those without the nose turret, and the large radar dome fitted above the cockpit. Conversion



The simple, but effective, PBY-6A conversion for the Academy kit from Broplan

of the Academy kit will be straightforward, as you cut the fin off above the join for the tailplanes and then simply replace this area with the new vertical fin. The kit's tailplanes are ditched and replaced with

those in the set and the radome unit is positioned just behind the cockpit glazing.

to saw out a large section of the kit, although once again this is clearly shown in the set's little instruction sheet.

All of the parts feature raised ribs and clear, recessed panel lines and rivet detail, so they will not be noticeable once fitted on the Academy kit.

Overall this is a neat little conversion from Broplan and one which is a lot easier and lighter than one in resin. If you like the subject matter and like being able to use liquid cement on your conversions, then this set is just for you!

Our thanks to Broplan for the review sample.

Information

Worldwide Enquiries: Broplan, ul. Pilotow 10G/33, 80-460 Gdansk, Poland
UK Source: Swan Model Engineering (address elsewhere)
Tel/Fax: 01492 532101

Extensive Figure Range from Hecker Goros

This is a range of white metal figures which I must admit to not having heard of before, however looking at the quality of the samples listed below, they are superb.

Scale: 1/48th **Set No.:** KSHG 19

Subject: Pilot & Mechanic Figure

Type: Figures **Designed for:** N/A

Parts: Metal 1

Price: £9.25



Set KSHG 19 before painting...



... and after

This set is moulded as one piece and depicts a celebrating Luftwaffe pilot being carried on the shoulders of his mechanic. The detail and the quality of casting just cannot be faulted and I must say that I was stunned by the level of detail and the excellent facial features of all of these figures, these being areas where many figures can fall down. There was no excess flash on the casting and the mould lines down the sides of it are very small, so there will be little cleaning up to be done before the figure can be used.

Scale: 1/48th **Set No.:** KSHG 34

Subject: Pilots (USA) 1914-18

Type: Figures **Designed for:** N/A

Parts: Metal 4

Price: £9.25

This set comprises two figures, both American pilots from WWI, but one is running (alongside an aircraft), while the other is in full flying clothing and is depicted sitting in an aircraft. This latter



Set KSHG 34 before painting...

figure is actually designed to fit into a SPAD XIII and is moulded into a seat, complete with straps. He is very well detailed with his map case strapped to his left knee and once again the facial detail is excellent. The running figure is cast in three pieces; legs, main torso, left arm and head, and the right arm. Again the level of detail and quality of finish is excellent and there will be very little tidying up required on either of these figures before they can be assembled and painted.

Scale: 1/48th **Set No.:** KSHG 38

Subject: Zero Pilot & Mechanic

(Japan 1941-45)

Type: Figures **Designed for:** N/A

Parts: Metal 7

Price: £9.25

This set comprises two figures once again, although both are built up from component form. The pilot figure with the set is broken down into four pieces; legs, torso and head, and both arms. He is depicted leaning on the cockpit sill looking out over the port wing and once again the level of detail is excellent. The other figure in the set is a mechanic, who is depicted pushing an aircraft out. The

figure is broken down into three components; Torso with legs and head, and each arm. The figure wears a peaked cap and shorts and will of course go alongside the Zero nicely, into which you



Set KSHG 38 before painting...



... and after

have already placed the pilot figure!

As you can tell I am impressed. I think

I could say that these are the best 1/48th scale figures I have seen in a long time and the level of detail coupled with excellent facial expressions and good quality casting, make them a real 'must' for all those considering dioramas.

So far the Hecker Goros range comprises no less than 54 different figures in this scale and a great many of them are for WWI and WWII aviation subjects. If you cannot find them in your local shop, drop Historex Agents a line and they will tell you about the range. They can also supply them mail order to you if you require any.

Our thanks to Historex Agents for the review samples and for bringing this excellent range to our attention.

Information

UK Importer: Historex Agents (address elsewhere)
Tel: 01304 206720 Fax: 01304 204528
Email: sales@historex-agents.demon.co.uk
Worldwide Enquiries: Hecker Goros, Römerhofweg 51c, 85748 Garching, Germany.
Tel: 089 3202215 Fax: 08165 65393

Figures from Preiser

Many of you I am sure would like to be able to obtain suitable sets of injected plastic figures for use with aircraft in dioramas, without having to purchase them one at a time in resin. Well, the German company of Preiser have been making such sets for many years now and an example of their range was passed to us by Parabellum.

Scale: 1/72nd **Set No.:** 72508

Subject: Pilots and Ground Crew, Luftwaffe 1935-45

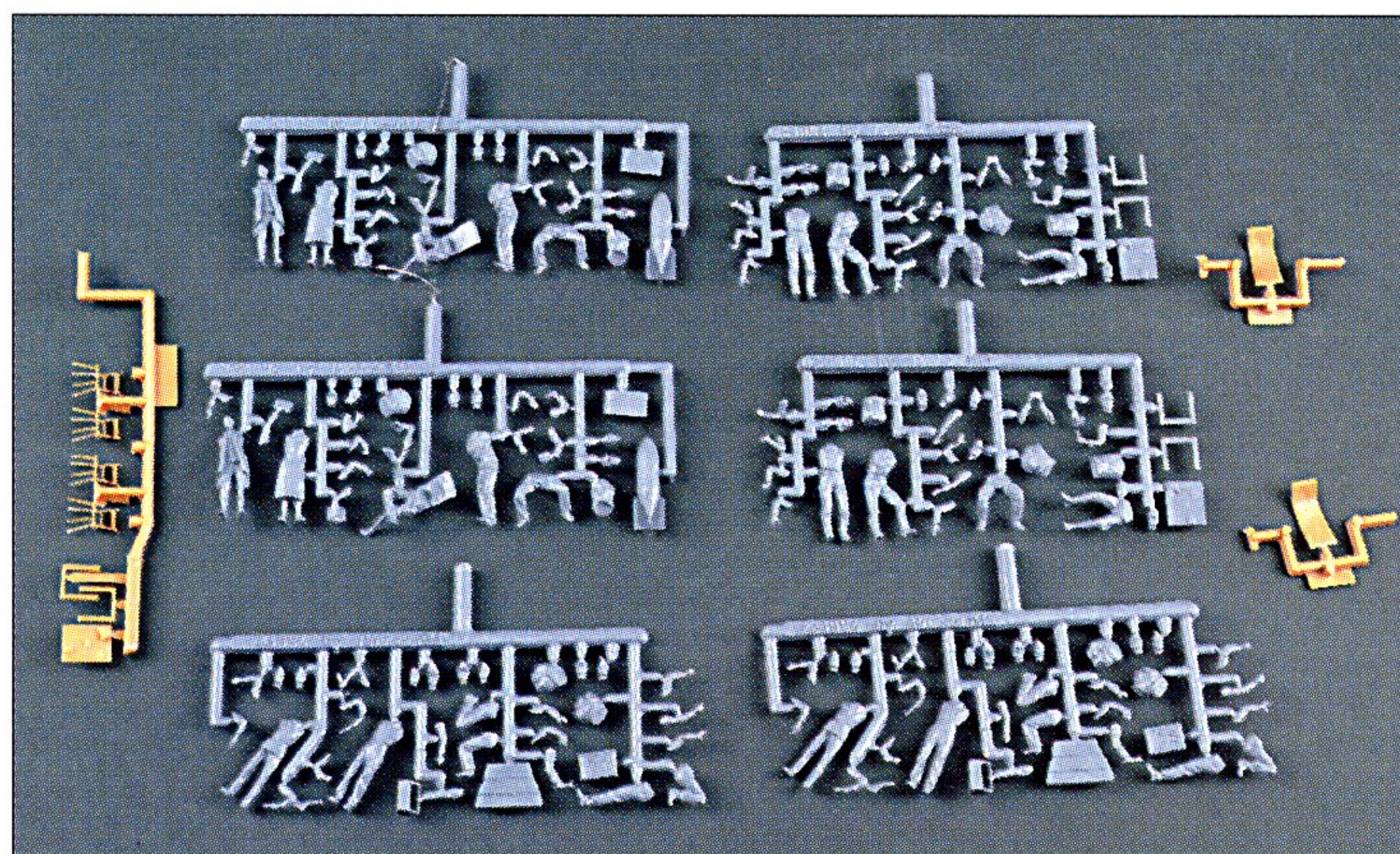
Type: Figures **Designed for:** N/A

Parts: Plastic 185

Price: See Text

Basically what you get in this boxed set is twenty-six figures of Luftwaffe ground crew and pilots, in a variety of poses, plus a selection of equipment like deckchairs, wooden seats, boxes, tables, tool boxes and even a couple of bombs. The plastic

injected kits. The level of detail is extremely good and the facial expressions



Here are all the pieces that go to make up the Luftwaffe set in 1/72nd scale from Preiser.

used is not that flexible sort we are all familiar with from the old Airfix and Revell figure sets, this is a much harder type more akin to that in mainstream

are excellent even if you don't consider their small size. The only thing you will have to be good at to get good results is figure painting, because I feel that

painting these will be the 'make or break' element of their use.

Overall this set makes you recall your childhood when you used to play war games in the garden, but the quality of these figures is such that they are far improved over those days and will therefore not look out of place alongside hi-tech modern aircraft kits. So far the Preiser range includes a variety of products, in a number of scales and this includes both 1/48th and 1/72nd. At present the 1/72nd scale range is priced between £5.50 and £8.00 per set which is not bad for 20+ figures and equipment.

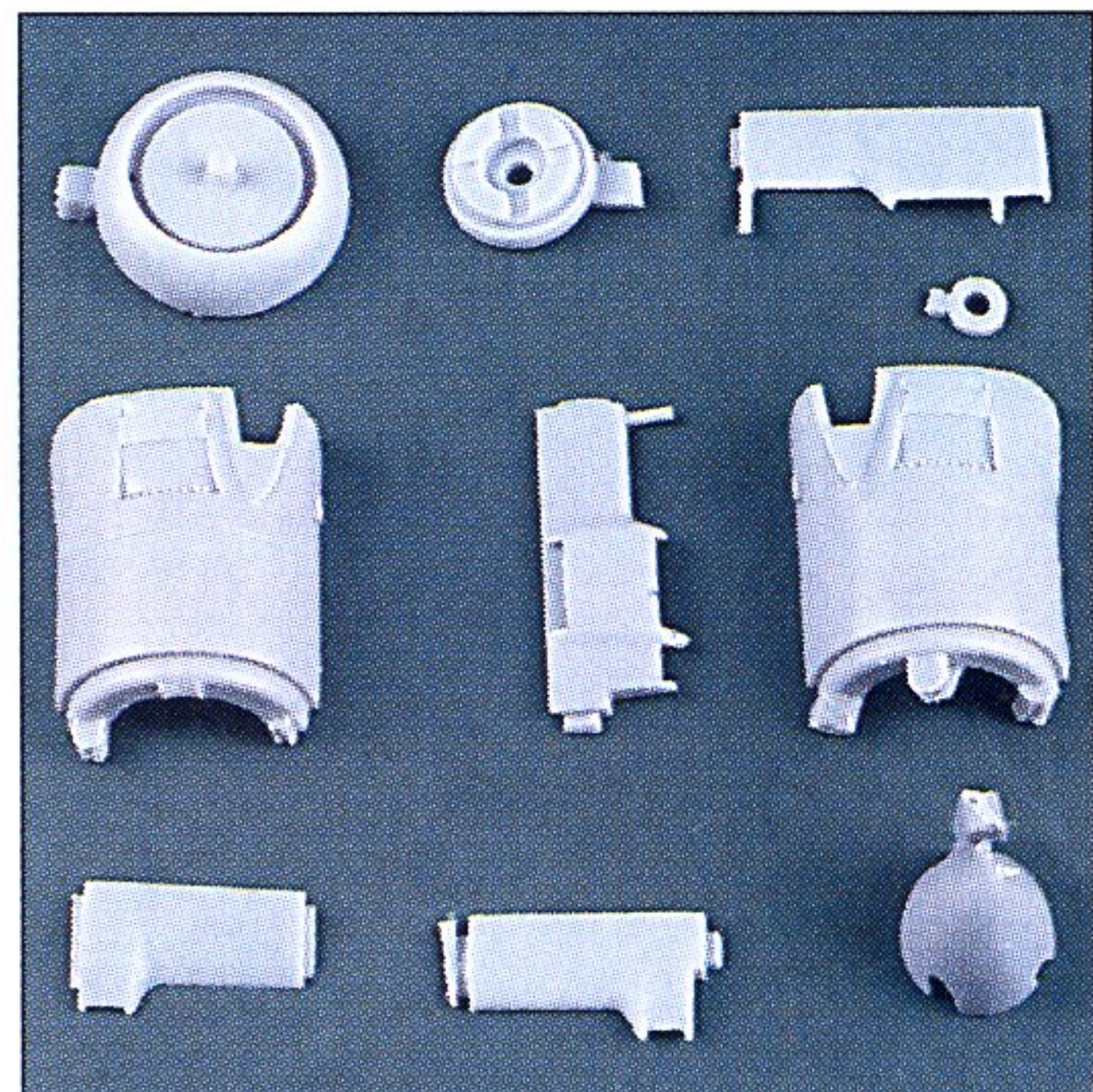
Our thanks to Parabellum for the review sample.

Information

Worldwide Enquiries: Paul M. Preiser GmbH, Sreinfeld, Postanschrift, Postfach 12 33, D-91534 Rothenburg o.d.T, Germany
UK Source: Parabellum
Fax: 01543 674713

New from MDC

A number of new conversion sets have been released by Model Design Construction (MDC) lately and all of these have made their way to us directly from the manufacturer.



Set CV0011 to convert the Eduard Tempest Mk V into a Mk II

Scale: 1/48th **Set No.:** CV0011

Subject: Hawker Tempest Mk II

Type: Conversion

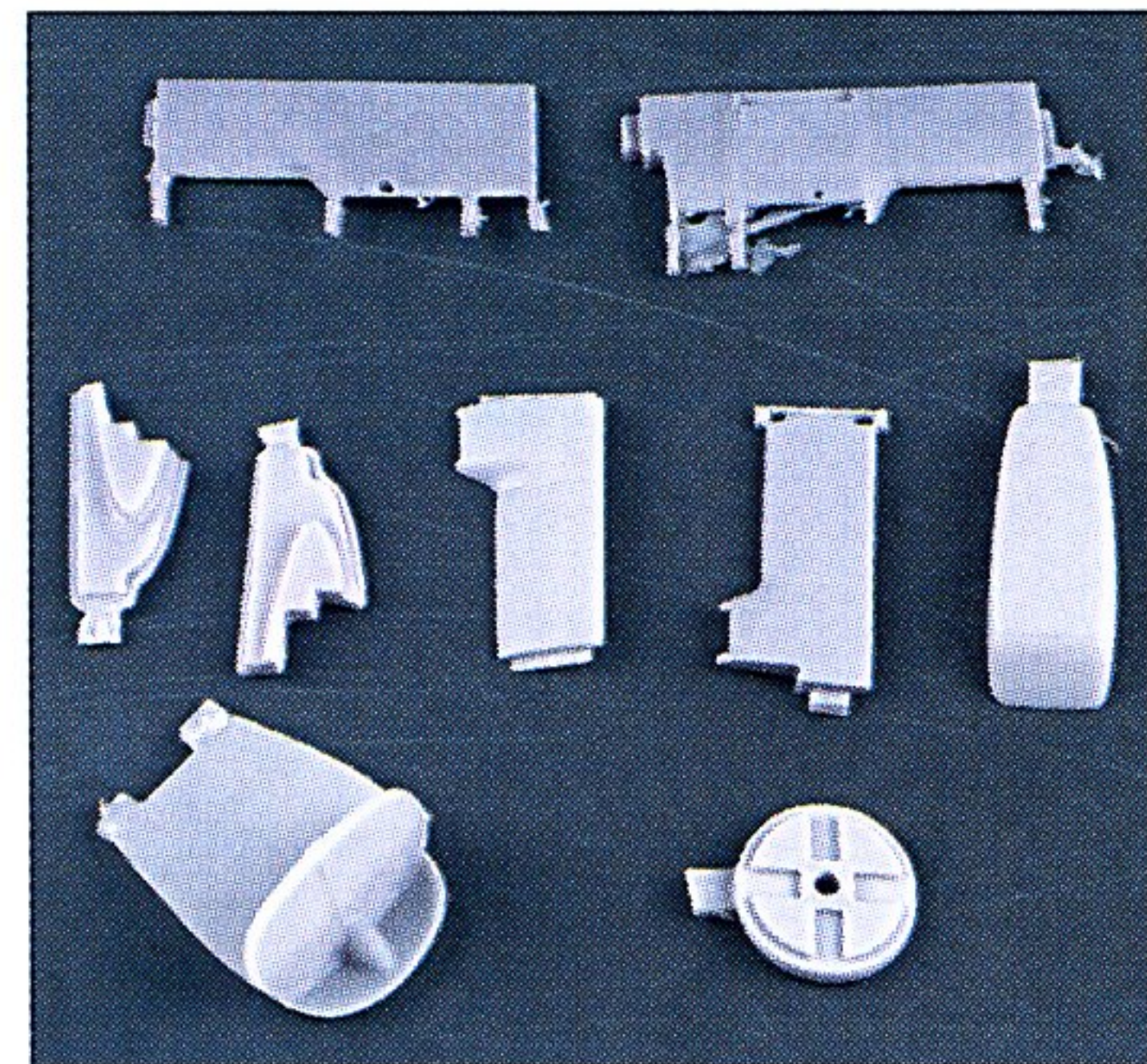
Designed for: Eduard Kit

Parts: Resin 8

Price: £15.00

This is a very straightforward conversion for the Eduard LTM 1/48th scale Tempest Mk V kit. The set consists of a new nose, split vertically with a separate forward ring, spinner and backplate and the new wing air intake and oil cooler, which are split horizontally. The pieces are all direct replacements for parts of the kit, although surgery will be required to cut each section out before replacing it with the resin pieces. The wing leading edge air and oil cooler intakes fit directly into the wings, after the corresponding areas have

been cut (on panel lines) from the kit. The nose is the same, replacing the entire nose of the kit once that is cut off. The front plate can then be fitted to the new nose. Before the new backplate and spinner are utilised, you will have to crop the kit's propeller blades by 4mm each and then round off the end profile.



Set CV0012 converts the Tempest Mk V into a Mk VI

Scale: 1/48th **Set No.:** CV0012

Subject: Hawker Tempest Mk VI

Type: Conversion

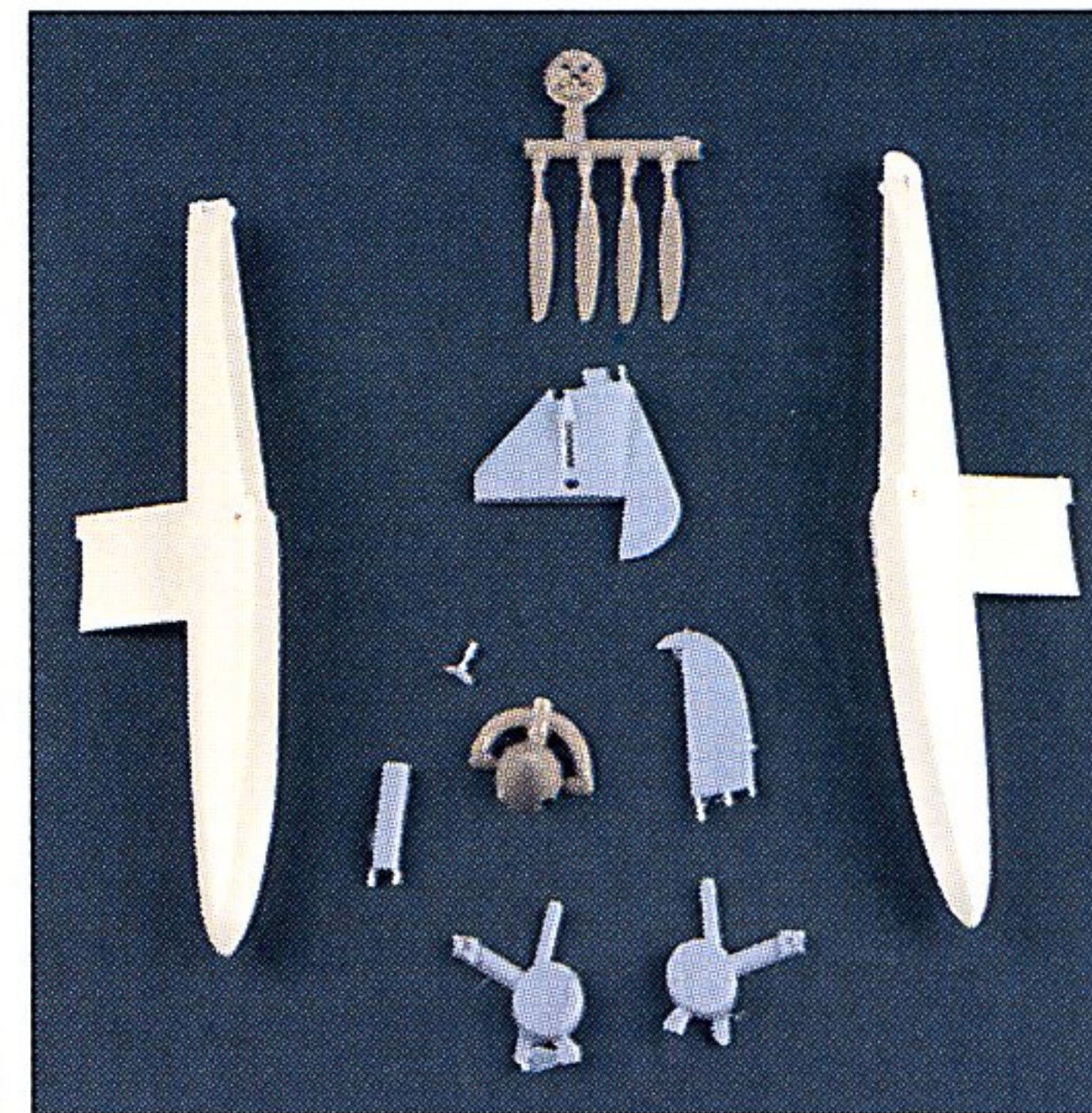
Designed for: Eduard Kit

Parts: Resin 9

Price: £10.00

This conversion is once again designed for the Eduard Tempest Mk V kit. The set comprises nine resin pieces and these are the new wing leading air intake and oil cooler inserts, new leading edge wing roots (because of the revised wing leading edges), a replacement radiator (without the oil cooler etc), a replacement spinner backplate and an optional air intake dust filter unit. Fitment of the new wing inserts is similar to that with the Mk II conversion set, but because you retain the nose on the kit fuselage, you have to cut out the root areas in each and replace

them with the new ones offered in this set. The new chin radiator unit replaces the kit part directly and correctly depicts the style of matrix in the Mk VI. The final piece is the optional air intake dust filter, which is fitted aft of the chin intake on the centreline.



Set CV0015 will convert the Hasegawa Spitfire Mk Vb into the floatplane version

Scale: 1/48th **Set No.:** CV0015

Subject: Supermarine Spitfire Mk VB Floatplane

Type: Conversion

Designed for: Hasegawa Kit

Parts: Plastic 6, Resin 8

Price: £20.00

This, most recent MDC offering, allows you to make a 1/48th scale Spitfire floatplane without the expense of buying the Gartex kit/conversion. Basically you get a new set of big floats, inserts to fill the kit's wheel wells, the revised tail with the ventral strake, a separate rudder, elongated carburettor air intake and a propeller shaft, all in resin. The set is completed with a new four blade propeller, complete with spinner and backplate, which is supplied in limited-run injection moulded plastic.

The surgery required on the Hasegawa kit is limited, as you just saw the entire tail off using the angled panel line forward of the tail as a guide, and then secure the new resin unit in place. The wheel wells are filled with the resin inserts. These inserts have the mounting flanges for the floats, so that once they are in position you can drill and then secure the new floats in position. The instructions note that the mounting flange may be 3mm too long, so offer up the floats before considering fixing them. The new extended air intake is a direct replacement for kit part C4 and the new resin propeller shaft is to allow you to fit the new injected four blade propeller.

Overall each of these sets is well worth having, the unit price may initially seem high, but the quality of each is such that on first inspection you will think you are looking at injected components. Quality has always been the trademark of MDC and these recent sets are certainly up to the highest standards you could expect. The use of injected parts within the sets is a neat touch and the parts are very similar in texture to those in an Aeroclub kit, so you know what high quality they are. For me the subject matter of all of these sets is excellent, as the Tempest is such a brute of a machine and having the Mk II will look nice alongside the Sea Fury in the same scale.

Our thanks to MDC for the review samples. Next month we will bring you a full build of the Tempest Mk II by Bill Clark, who got all excited about this one.

Information

Worldwide Enquiries: Model Design Construction, 1 Park Mews, Church Street, Riddings, Derbyshire. DE55 4DD
Tel: 01773 603623

Daimler Benz Engine from Tauro

One of the most recent products from this source is a new Daimler Benz engine suitable for the Bf 109G and Reggiane Re 2005 and a sample of it has made its way to us directly from the manufacturer.

Scale: 1/48th **Set No.:** T48903

Subject: Daimler Benz DB 605A

Type: Accessory

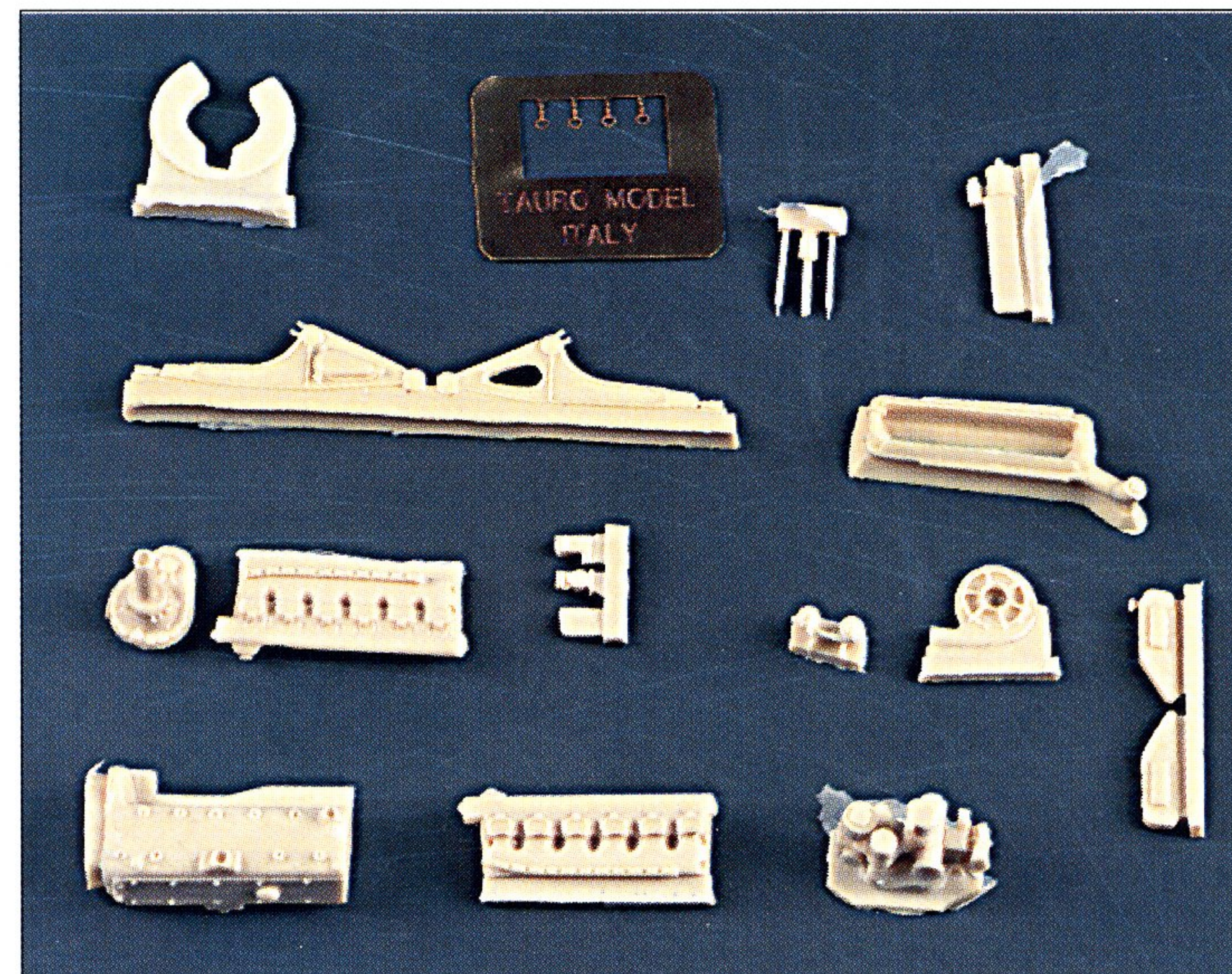
Designed for: Any Bf 109G & Reggiane Re 2005

Parts: Resin 21, Etched 4 & Copper Wire & Rod

Price: £TBA

Many will recall the injected kits of the Macchi C.202 and 205 from this source a few years back, well they have more recently started to produce a number of excellent accessories in metal and resin. The most recent is this DB 605A engine, which is produced in resin with a mass of copper wire and rod, plus a small fret of four etched brass components.

The engine itself is broken down into sub-assemblies and these comprise the main crankcase, each cylinder block, supercharger impeller casing, oil header



This is the spread of parts which are offered in the new DB 605A from Tauro Model

tank, rear ancillary casting, reduction casing, injection pipework and the engine bearers. On top of this there are a number of smaller ancillary components and

those etched pieces. The instructions with the item do show an exploded view of the

confusion and I would suspect that if you are making up this engine, it would be good to have additional reference material to hand as well. The entire back of the main instruction sheet is covered with a full plumbing guide, so you can install all the pipework from the various types and sizes of copper wire and rod which are supplied with this set.

Overall the quality of the resin parts is excellent, the main mouldings are not totally flat, therefore replicating the cast finish of the real engine very well indeed. None of the resin parts suffered in any way from air bubbles or surface imperfections, so this little engine should make up into a most impressive unit. Not only can you use this in your Hasegawa or Fujimi Bf 109, but once Falcon produce their 1/48th scale Re 2005, you could install one in that too, now there's a thought...

Our thanks to Tauro Model for the review sample.

Information

Worldwide Enquiries: Tauro Model s.a.s. 10022 Carmagnola, Torino, Italy
Tel: 011/977 81 66
Email: sales@historex-agents.demon.co.uk

Anson Update from Flightpath

With the announcement of the re-issue of the old Avro Anson kit by Airfix, we were pleased to have an example of the excellent etched brass update set for this kit passed to us by the manufacturer.

Scale: 1/72nd **Set No.:** N/A

Subject: Avro Anson Mk.1

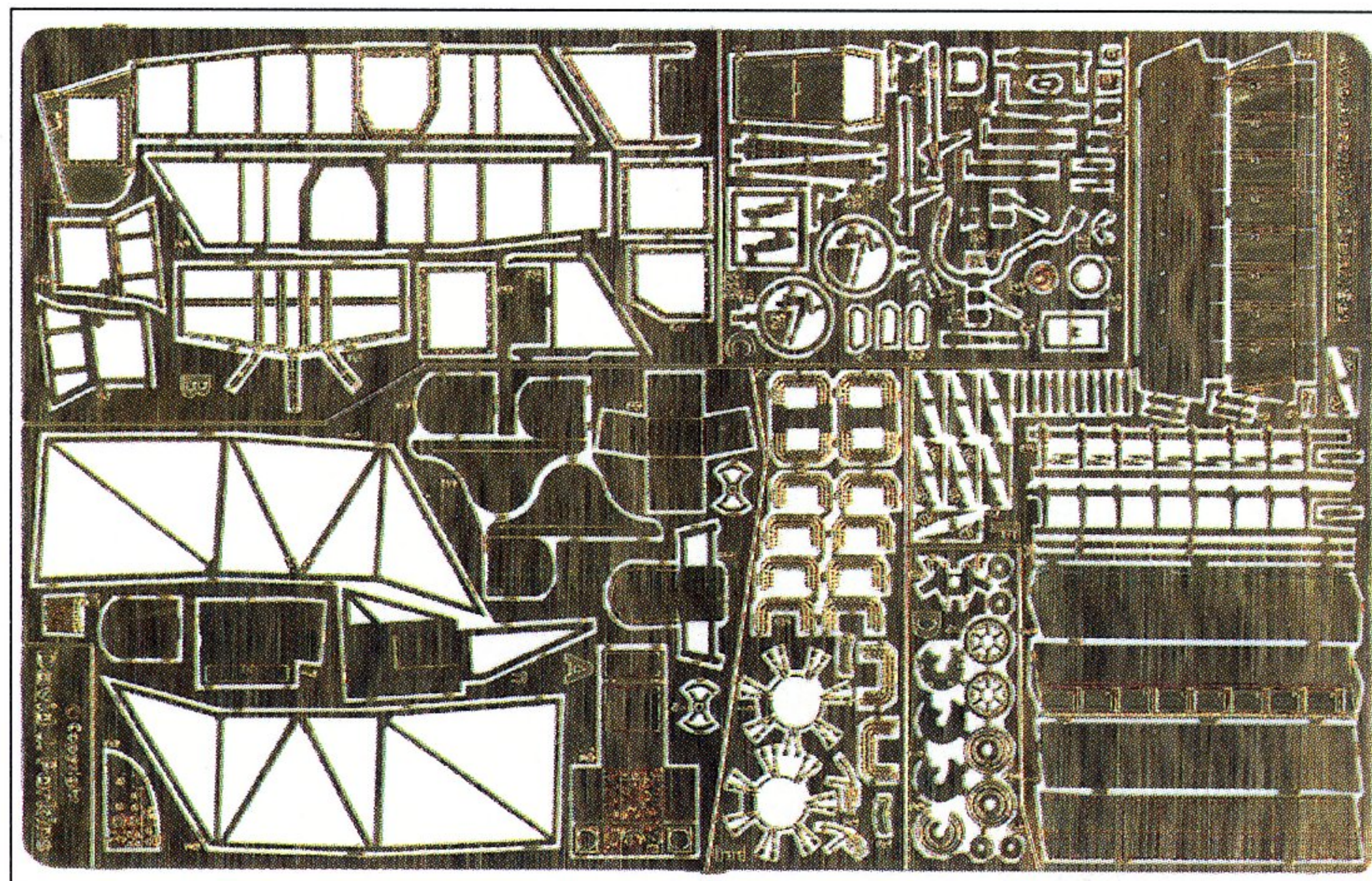
Type: Detail Set **Designed for:** Airfix Kit

Parts: Etched 133

Price: £6.90

This set comprises a large sheet of high quality etched brass with a mass of internal and exterior details for the old Airfix Anson kit. The set starts with details for the interior and here you get new sidewall framing, instrument panel overlay for the kit part and a new yoke for the control column. New seats are also included as well as the chart desk, wireless operators table and all his radio equipment. The instructions state that all of the glazings in the kit are incorrect and to help you replace them there are etched frames for the side panels, into which you can fix suitable clear plastic. As far as the canopy and turret goes, all you have to do is order set C008 from Aeroclub, as this set is designed for the Airfix kit. The instructions do state that if you use this set you should only use the top section of the canopy glazing, as the forward windscreen is supplied as an etched

framework and therefore can be glazed with clear plastic sheet. A new panel for under the nose is supplied and this will



The stunning etched update set for the Anson from Flightpath.

have to have a clear panel insert into it before it is a fixed to the kit. The small glazed panels sometimes seen on the Mk 1s nose are also included and these are first used as templates to cut the holes in the kit, before they are glazed and secured in position. A new frame for the leading edge lamp is also supplied and once again this replaces the kit part and should be glazed with clear plastic before

being fixed in position. A new windscreen wiper assembly is included along with the linkage for the trim tabs and a machine gun for the port side of the nose. The aerial lead pick-up for the top of the fin and hinge details for the rudder are also

included and the footstep hole on the wing root is also detailed with an etched overlay. For the undercarriage you get new wheel hub detail, as well as alternative parts for the later style units. A new unit for the tailwheel is also included and this replaces a section of the kit part.

The final two areas of the kit to receive attention are the engines and flaps. The engines get a set of ignition harness',

some cowl details and a complex, but highly effective, set of oil coolers made up of a number of etched pieces. Once again you could obtain the metal Cheetah engines (E005) and propellers (P024) from the Aeroclub range to further enhance this area of the kit. The most common application of etched brass is for flaps and this set finishes off detailing with a set of these. The corresponding areas of the kits wings have to be removed, so that they can be detailed with the internal etched pieces, before new separate flaps are made up from a main etched flap and a number of etched ribs.

Overall, this is another stunning product from Flightpath. The range is already established as one of THE sources for aftermarket details and this set for the Anson will certainly help all modellers make a stunning little model from what is truly a very, very basic kit. If you are intending to make any of the Airfix kits up this year, you should really consider one of these sets, plus the canopies and metal components from Aeroclub. All in all it should make for the 'Ultimate Anson'.

Our thanks to Flightpath for the review sample.

Information

Worldwide Enquiries: Flightpath, Ftefacwn Fach, Llanrhian, St. Davids, Pembrokeshire. SA62 6DP

Italian Colours from Mister Kit

Having recently reviewed a series of new enamel paints from Freetime Modellismo (See Vol 4 Iss 3 Page 146) which covered Regia Aeronautica colours, we have now received samples of a similar range, but this time they are in acrylic, from Mister Kit. Each colour comes in a screw-top 20ml glass jar and the range so far consists of;



Here is a selection of four of the new range of 26 acrylic colours for Regia Aeronautica subjects which have been released by Mister Kit

- MKAC001 Verde Anticorrosivo (Anti-rust Green)
- MKAC002 Verde Bandiera (Flag Green)
- MKAC003 Verde Oliva Scuro 2 (Dark Olive Green No 2)
- MKAC004 Verde Mimetico 1 (Camouflage Green No 1)
- MKAC005 Verde Mimetico 2 (Camouflage Green No 2)
- MKAC006 Verde Mimetico 3 (Camouflage Green No 3)
- MKAC007 Verde Mimetico 53-192 (Camouflage Green 53-192)
- MKAC008 Giallo Mimetico 1 (Camouflage Yellow No 1)
- MKAC009 Giallo Mimetico 2 (Camouflage Yellow No 2)
- MKAC010 Giallo Mimetico 3 (Camouflage Yellow No 3)
- MKAC011 Giallo Mimetico 4 (Camouflage Yellow No 4)
- MKAC012 Marrone Mimetico 1

- (Camouflage Brown No 1)
- MKAC013 Marrone Mimetico 53-193 (Camouflage Brown 53-193)
- MKAC014 Marrone Mimetico 2 (Camouflage Brown No 2)
- MKAC015 Bruno Mimetico (Camouflage Dark Brown)
- MKAC016 Nocciola Chiaro 4 (Light Brown No 4)
- MKAC017 Rosso Bandiera (Flag Red)
- MKAC018 Bianco Avorio 5 (Ivory No 5)
- MKAC019 Grigio Azzurro Scuro 3 (Azure Dark Grey No 3)
- MKAC020 Grigio Azzurro Chiaro 1 (Azure Light Grey No 1)
- MKAC021 Alluniniata (Aluminium)
- MKAC022 Fondo Grigio Medio Neutro (Undersurface Medium Grey)
- MKAC023 Antistatico
- MKAC024 Fondo Verde Medio Neutro (Undersurface Medium Green)
- MKAC025 Transparente Lucido (Gloss Varnish)

- MKAC026 Transparente Semilucido (Semigloss Varnish)

Each colour has excellent colour density and the pigments are nice and fine, so they should spray well. Distilled water is required to thin these colours, so no special thinners have been produced.

As yet there is no UK importer of this range, although that will hopefully change in the not too distant future. As with the Freetime set, these paints are excellent

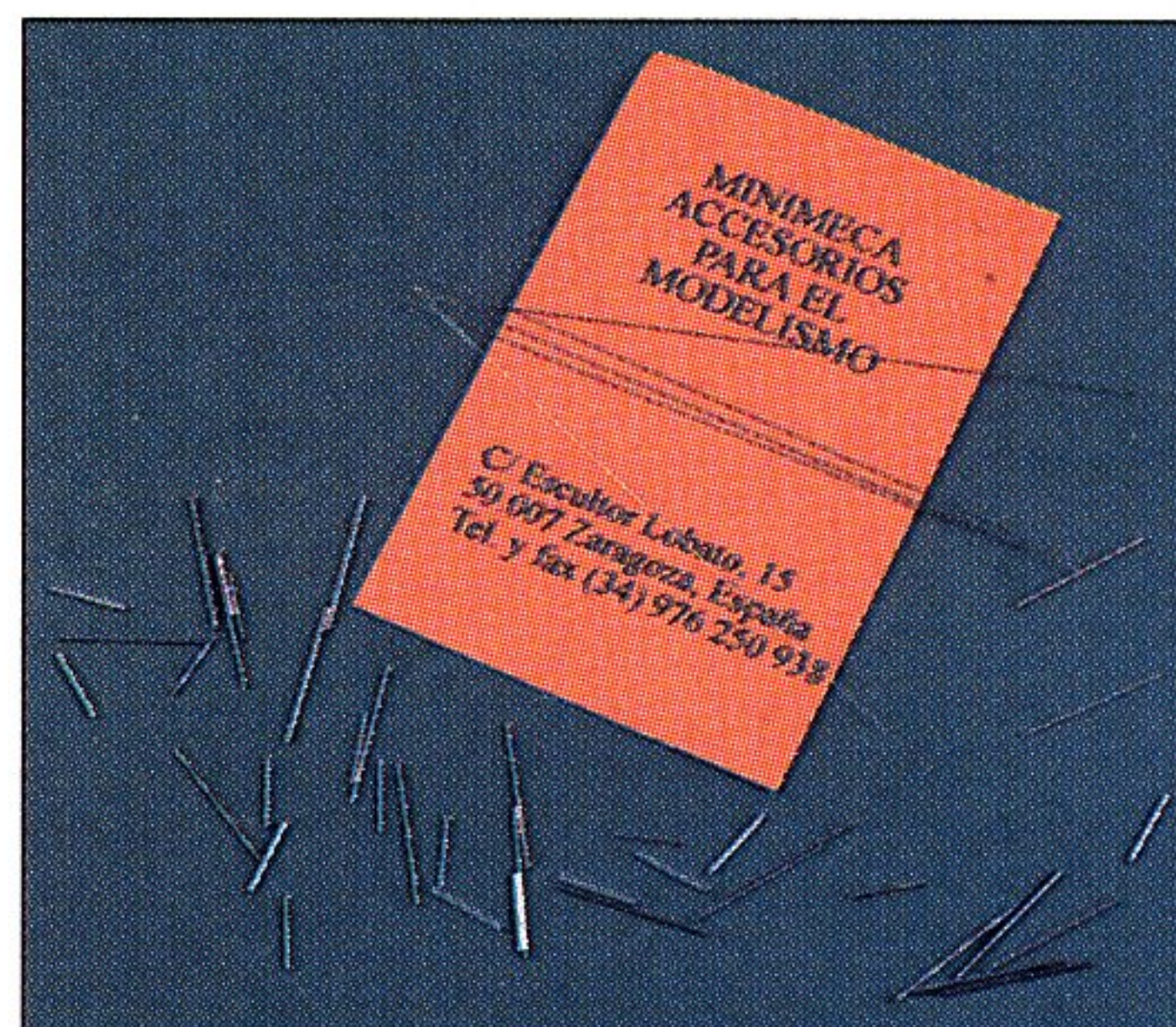
and deserve to be fully appreciated by the whole modelling community.

Our thanks to Mister Kit for the review samples.

Information

Worldwide Enquiries: Mister Kit S.a.S, di Gianelli Giorgio, Via Monte Amiata 31, 20089 Rozzano, Milan, Italy

Scale Tubing from Minimeca



The contents of the pack of tubing being marketed by Minimeca S.L.

The Spanish company of Minimeca have recently produced a new product in the form of a pack of tubing for modelling. The tube, which is basically hypodermic tubing, comes in a pack with a good selection of diameters. Four sizes of tubing, with ten

lengths of each supplied, along with five longer lengths of stainless steel wire.

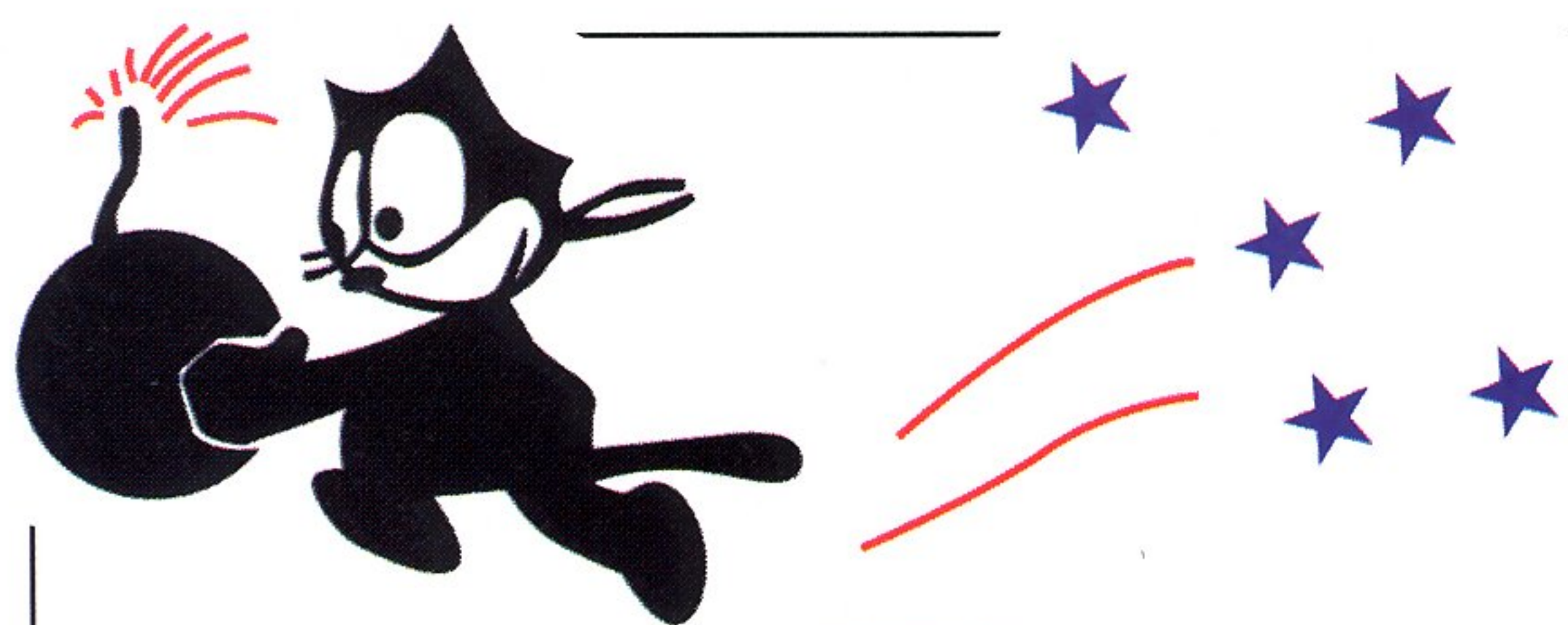
As the manufacturer states, this type of tubing is ideal for making cannon barrels and pitot tubes in both 1/72nd and 1/48th scale. As this type of tubing is not available to the modeller, being restricted to the medical profession, it would be useful to be able to purchase these pre-cut packs.

As yet I do not have a UK source for this range, but I am sure that this will soon change.

Our thanks to Minimeca S.L. for the review sample.

Information

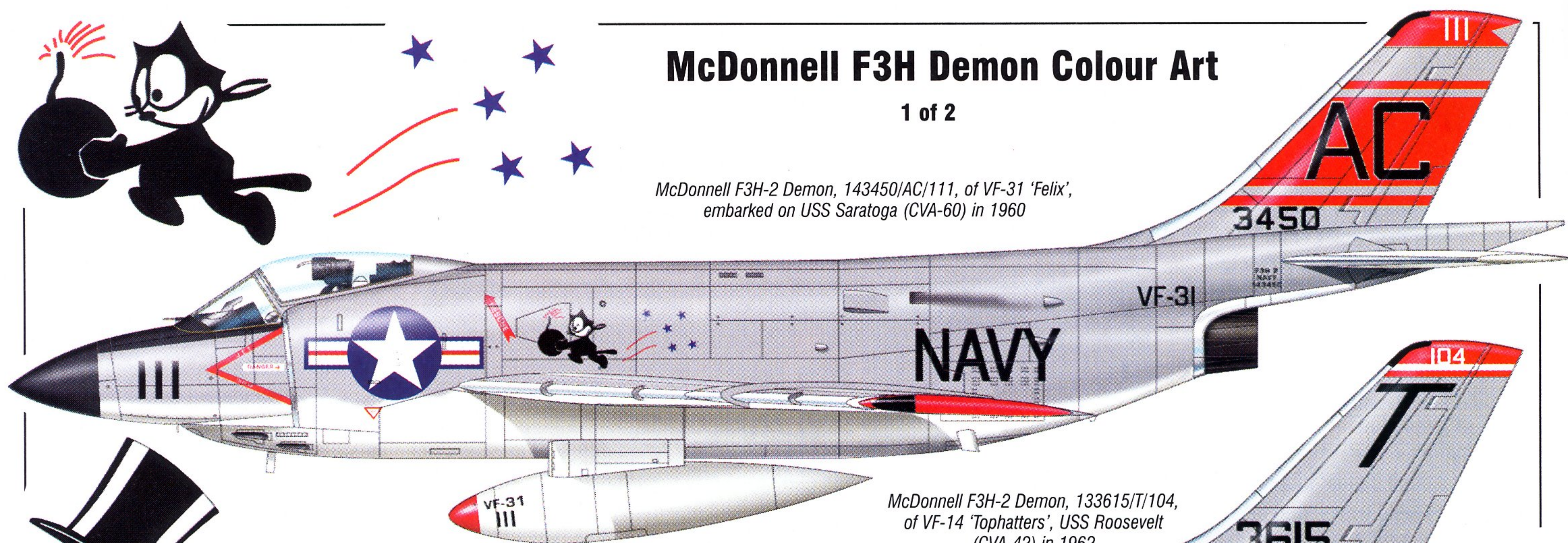
Worldwide Enquiries: Minimeca Española S.L., C/Escultor Lobato, 15 50.007 Zaragoza, España Tel/Fax: (34) 976 250 938



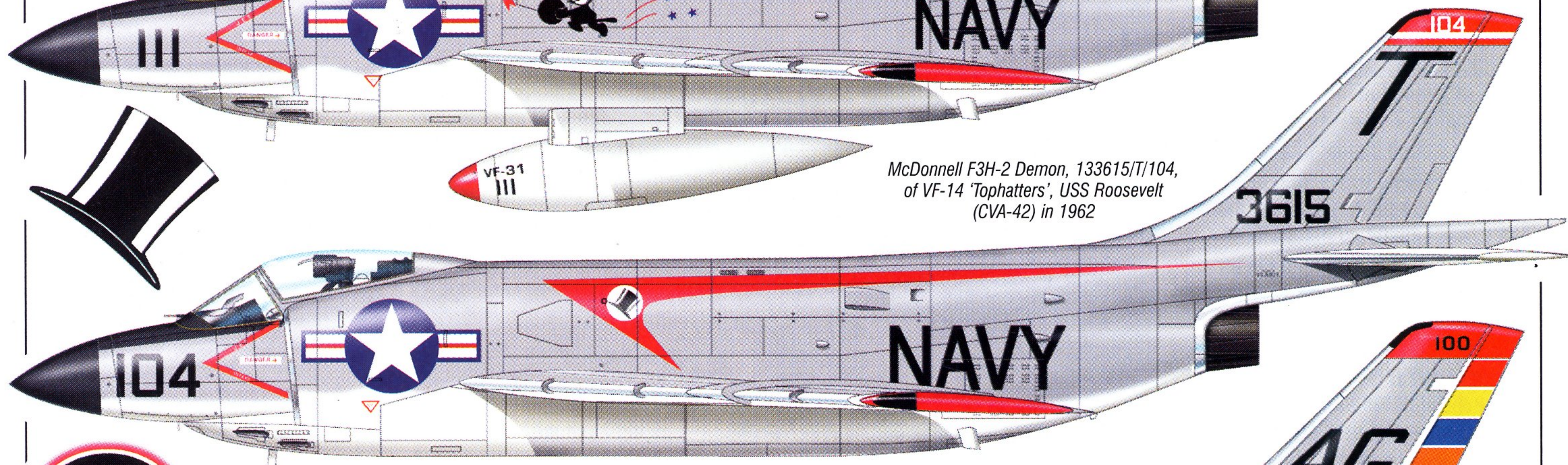
McDonnell F3H Demon Colour Art

1 of 2

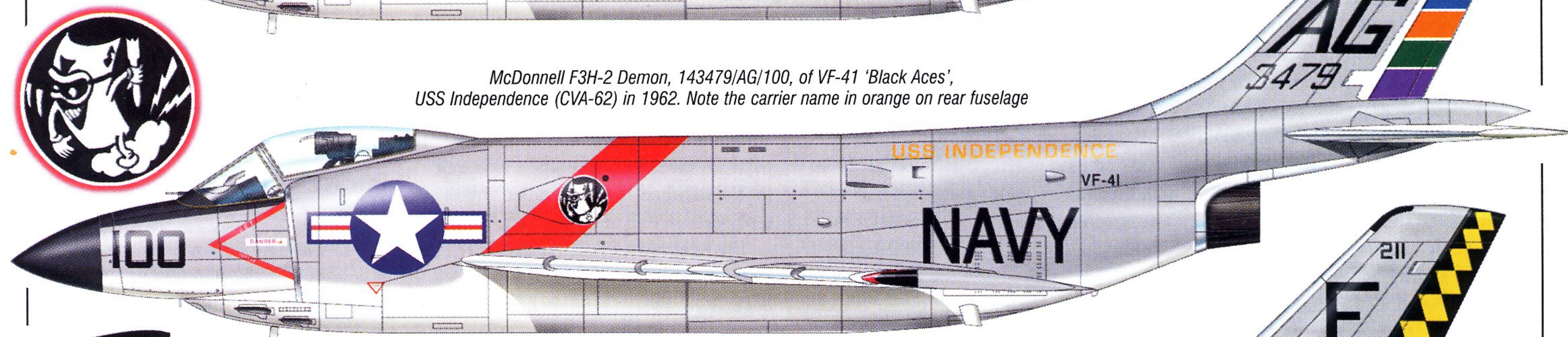
McDonnell F3H-2 Demon, 143450/AC/111, of VF-31 'Felix', embarked on USS Saratoga (CVA-60) in 1960



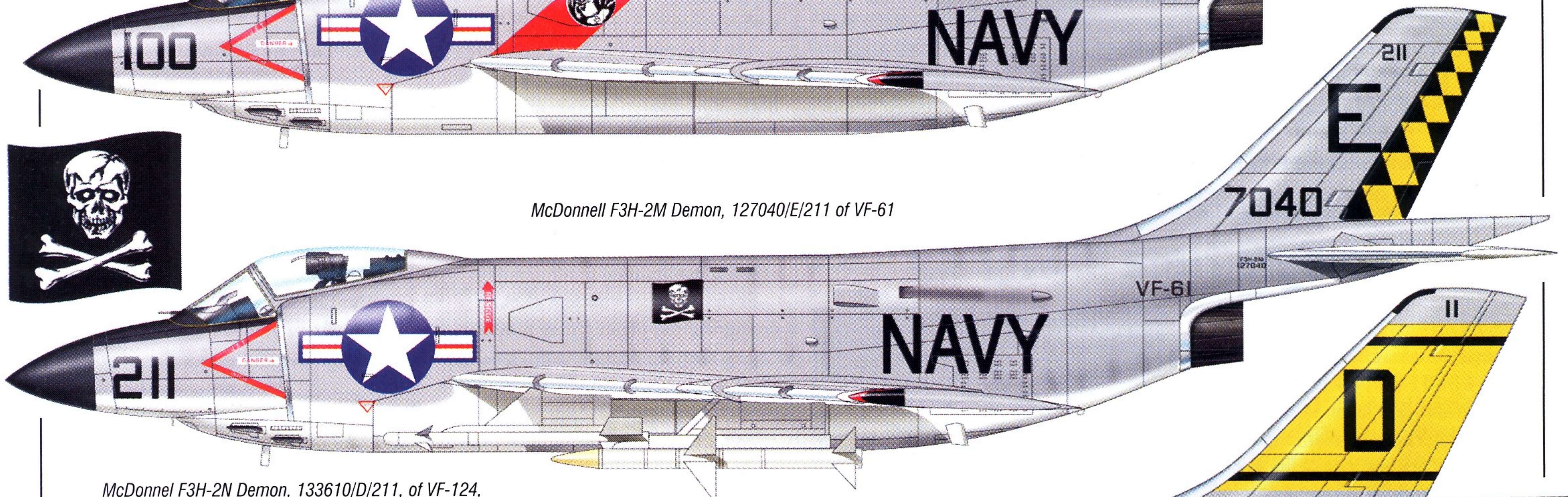
McDonnell F3H-2 Demon, 133615/T/104, of VF-14 'Tophatters', USS Roosevelt (CVA-42) in 1962



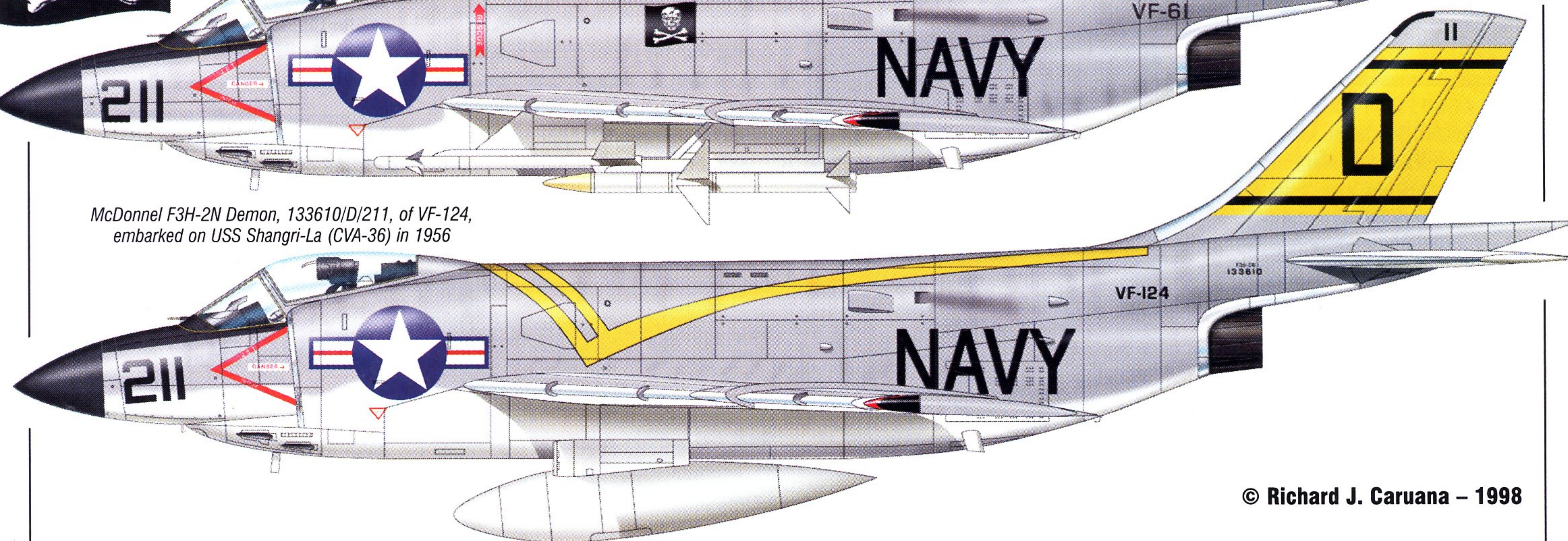
McDonnell F3H-2 Demon, 143479/AG/100, of VF-41 'Black Aces', USS Independence (CVA-62) in 1962. Note the carrier name in orange on rear fuselage



McDonnell F3H-2M Demon, 127040/E/211 of VF-61



McDonnell F3H-2N Demon, 133610/D/211, of VF-124, embarked on USS Shangri-La (CVA-36) in 1956



© Richard J. Caruana – 1998

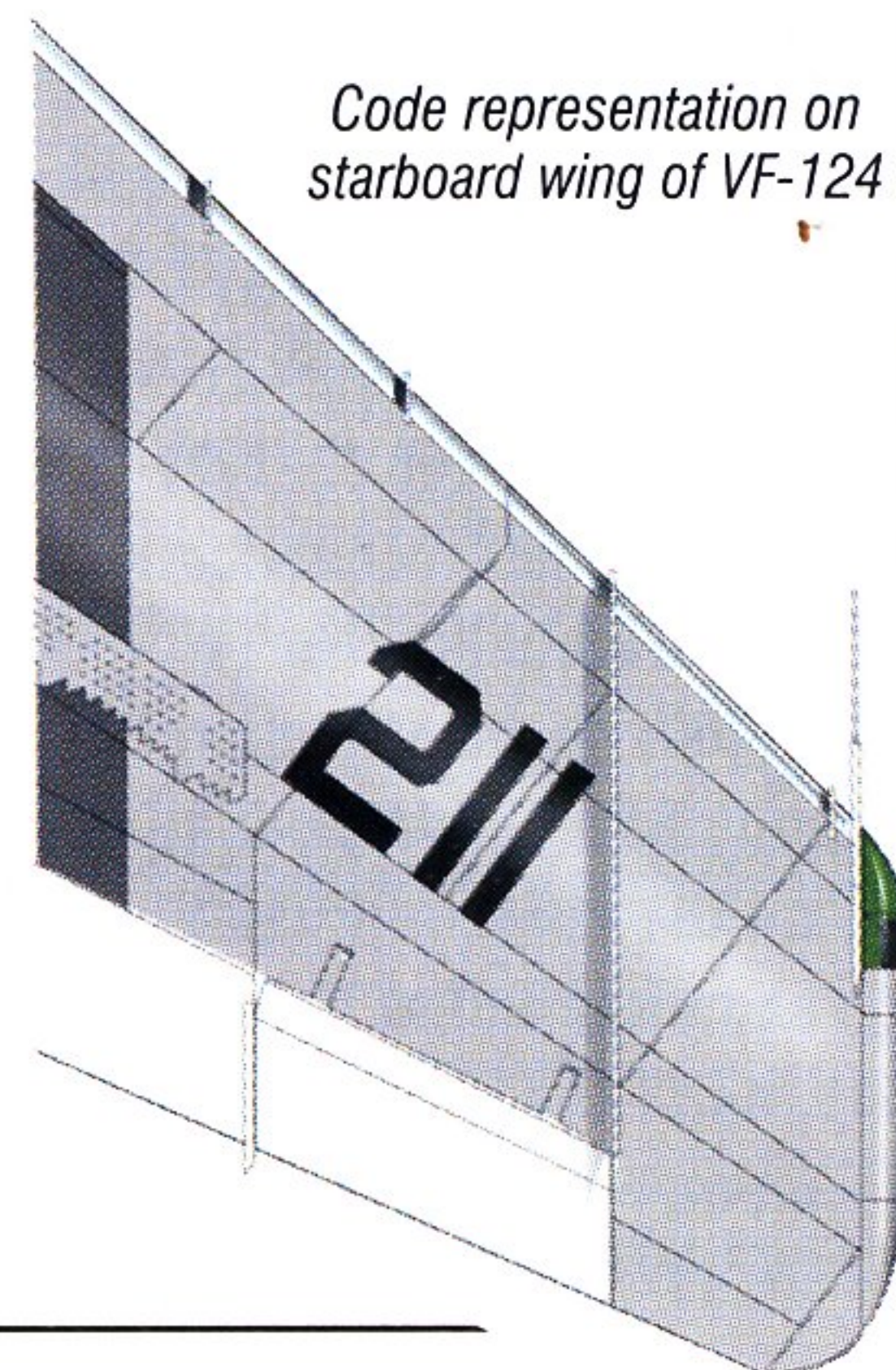
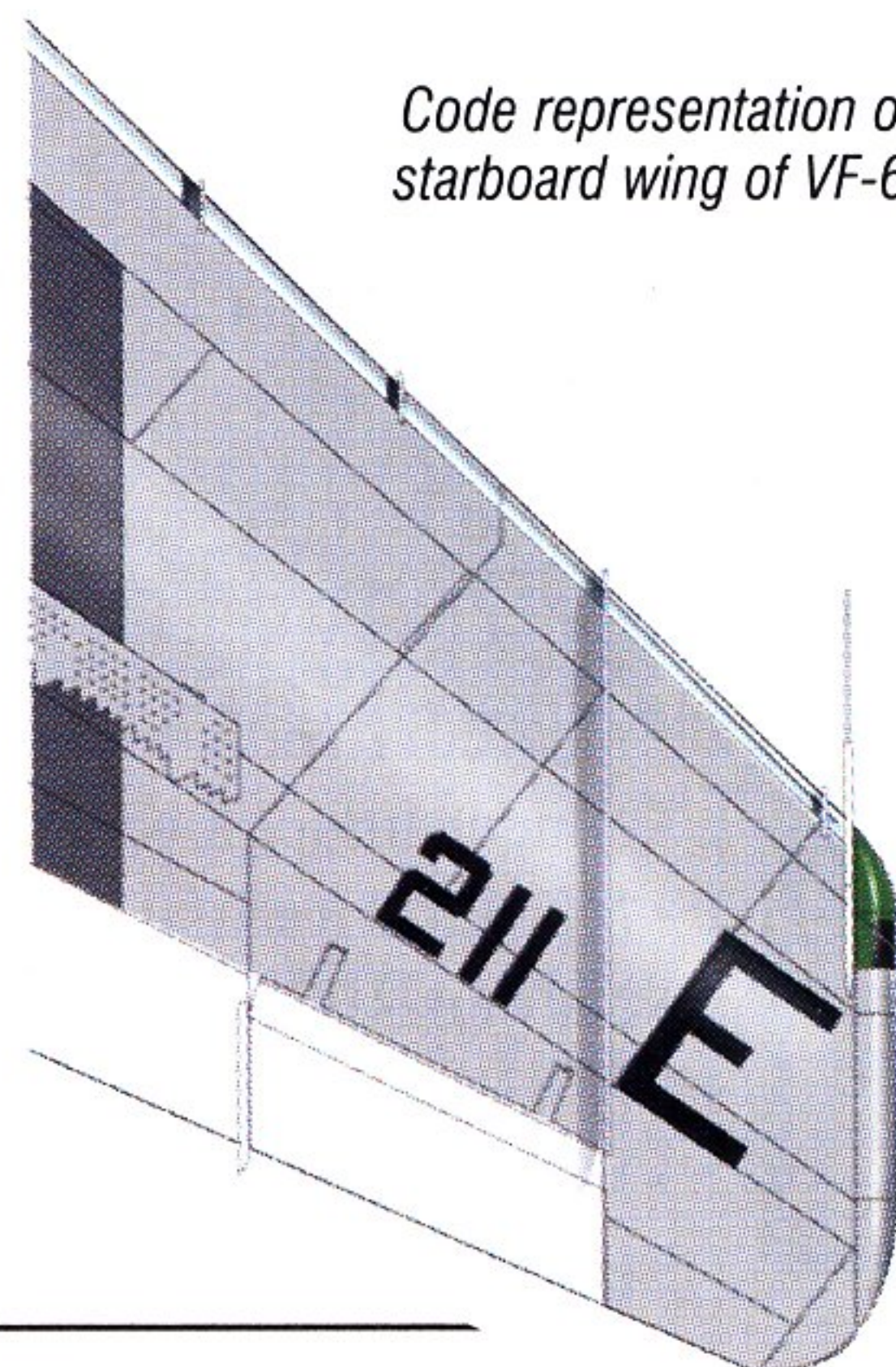
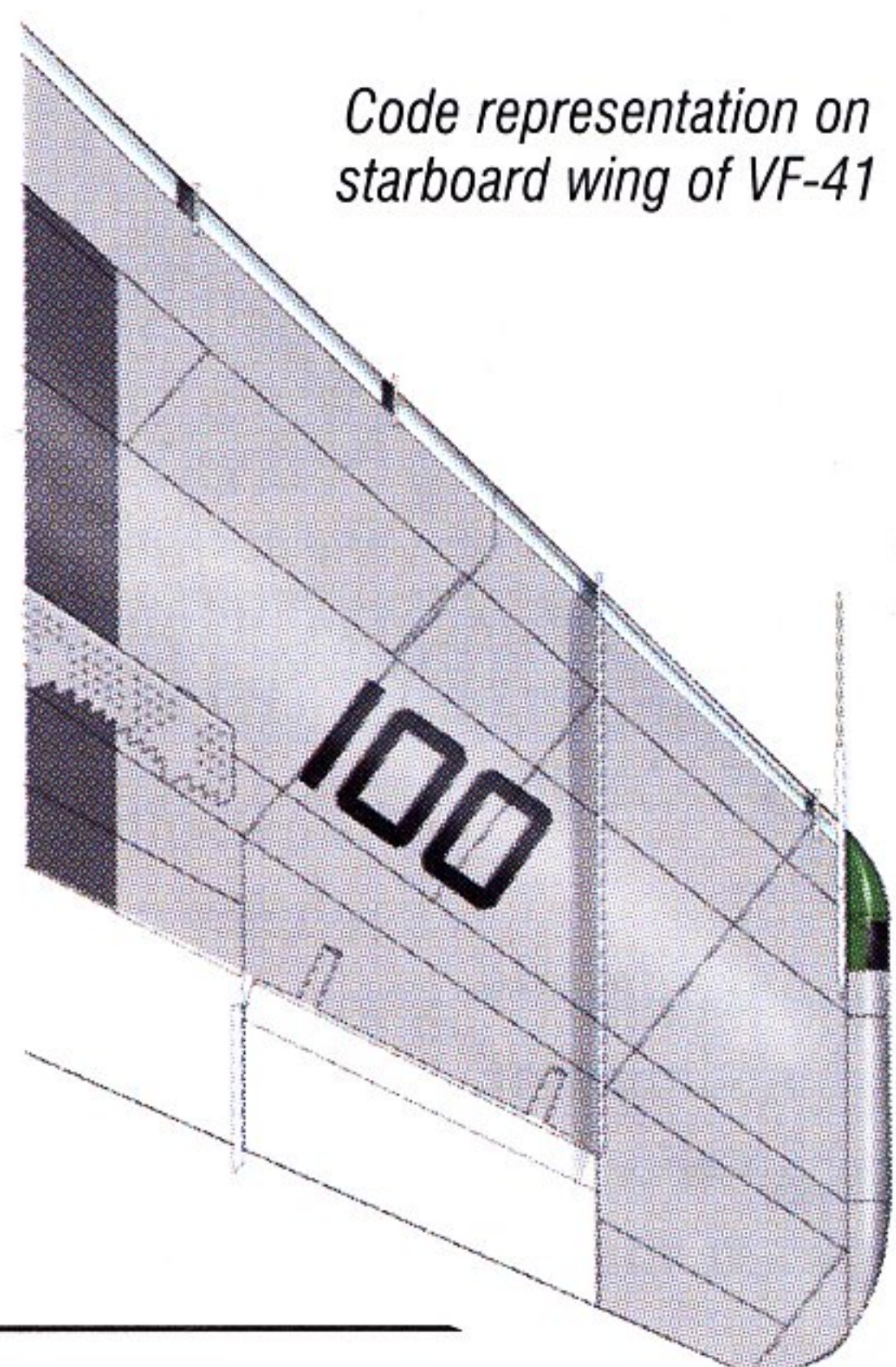
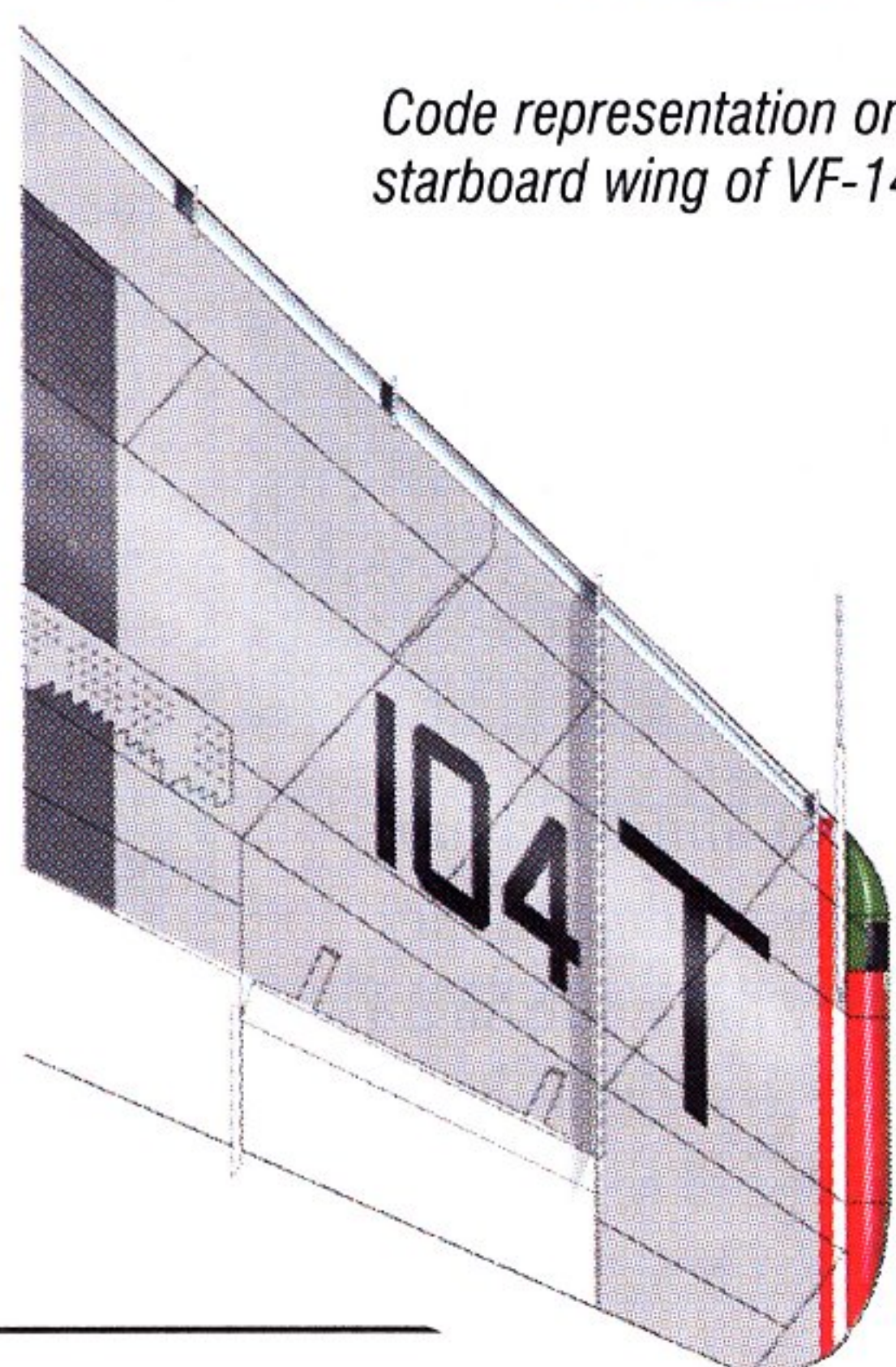
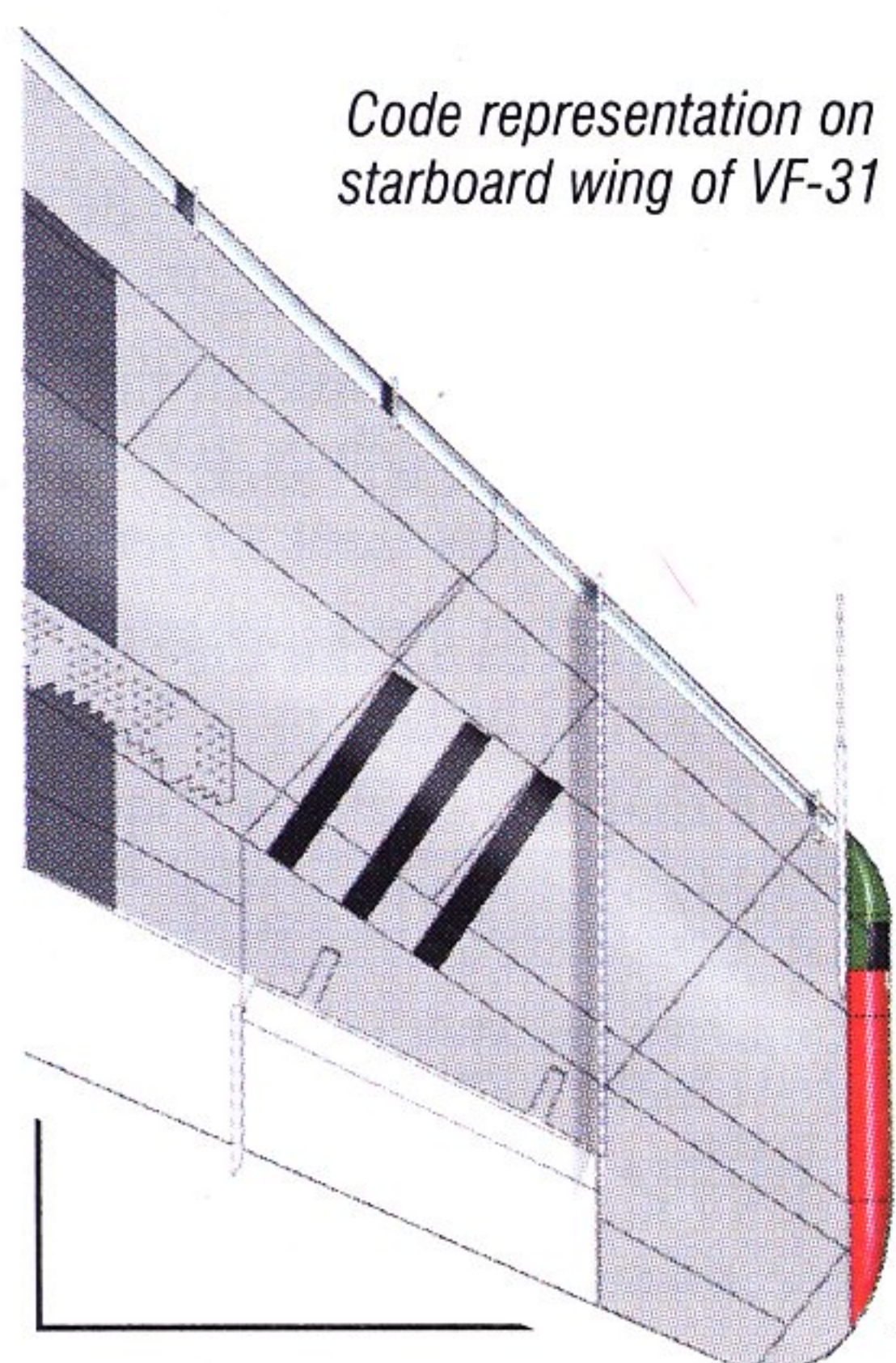
Code representation on starboard wing of VF-31

Code representation on starboard wing of VF-14

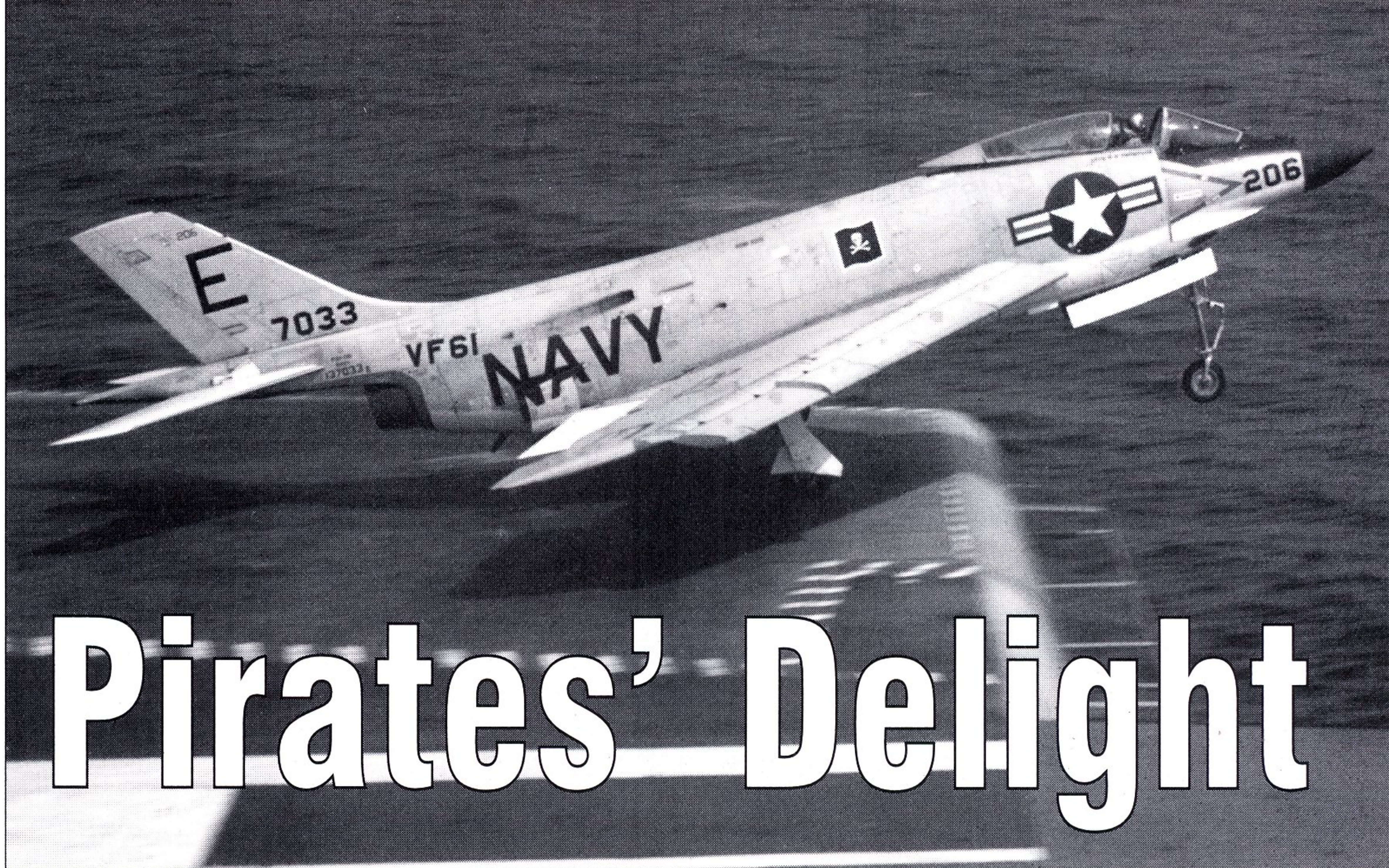
Code representation on starboard wing of VF-41

Code representation on starboard wing of VF-61

Code representation on starboard wing of VF-124



Always a firm believer of the strategic importance of a strong aircraft-carrier fleet, the United States Navy (USN) – unlike most other air arms of the immediate post-war period – never relaxed its development and procurement programme. Its choice of aircraft did not rest on a few types, either, for by the early 'fifties the USN was flying the FJ-1 Fury, F3D Skynight, FH-1 Banshee, F9F-3 Panther and F9F-6 Cougar. Other more advanced types were soon to appear – the F4D Skyray, F7U Cutlass and A4D Skyhawk. To this one must add the vast research programmes initiated or funded by the USN which included the Douglas D-558-2 Skyrocket and Bell L-39 to explore the extreme parameters of jet flight, the former in the high speed range and the use of swept wings, the latter in low speed handling. Probably the most important aspect of all, though, was the birth of a new generation of jet engines which promised to double available power within a short period. One such was the Westinghouse J40 – at least as



Superb action shot of an F3H-2M Demon (137033/E) of VF-61 'Jolly Rogers' taking off from its parent carrier on April 10, 1957 (McDonnell Douglas)

Pirates' Delight

The McDonnell F3H Demon

far as the promise was concerned!

In May, 1948, an invitation was issued for an all-weather, short-range interceptor intended to incorporate the results acquired from all the experimentation already mentioned, and from seven bids which were put in by the following September, Model 58 proposed by McDonnell's was chosen. As usual, the Navy selected a runner-up, the Douglas D-571, as a back-up in case McDonnell's fighter did not make the grade. The chosen powerplant for both aircraft was to be the Westinghouse J40-WE-8 and the projects were renamed XF3H-1 and XF4D-1 respectively.

By mid-1949 McDonnell had begun wind-tunnel tests while detail discussion with the Bureau of Aeronautics (BuAer) centred around the procurement of engine, armament, ejector seat and avionics. An official contract for two prototypes was issued in July while a mock-up was taking shape at McDonnell's St Louis plant. Fuselage of the new aircraft comprised three main sections, a very slender nose housing the pilot's cockpit flanked by circular air intakes which fed an engine

Take an F3H Demon, lengthen the cockpit to take another seat, widen the fuselage to accommodate a second engine and you'll be forgiven if you think it's beginning to look like a Phantom. For more than any other United States naval aircraft, this beautiful and graceful single seater was the perfect link between the early carrier-borne jets and the all-missile, radar equipped fighters of the modern era. This also meant a long gestation period, typical of an aircraft which is breaking new ground. Richard J. Caruana describes and illustrates one of McDonnell's finest achievements, a well-loved aircraft by its pilots during its time and an ever-popular modelling subject which has been somewhat neglected by the major kit manufacturers.

housed in a long centre section, and a high, beaver-like tail section which carried both vertical and horizontal tail surfaces, all married to a 45° swept wing. Comments by USN inspectors regarded engine accessibility which was somewhat restricted, and by October McDonnell finalised all modifications in that respect. Meanwhile, weight-cutting measures included reduction of frontal cockpit armour-plating though the most baffling must have been the decision to have manually-operated wing folding.

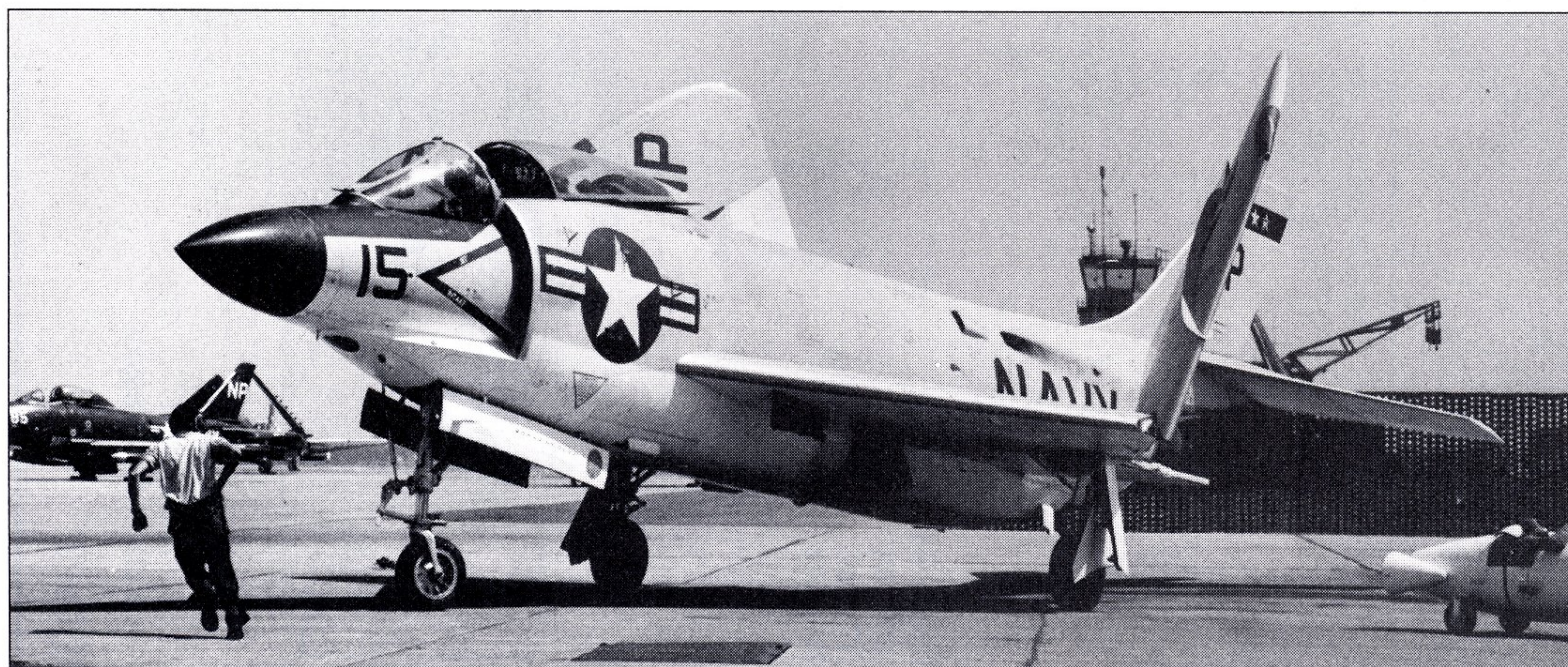
A major change in specifications

requested that the new fighter had to be ready to take the more powerful J40-WE-10 engine in future, which meant an increase of some 35cm in length, together with an additional 230kg in overall weight which, it was hoped, would be more than compensated by higher thrust. This, however, meant lengthy redesign which delayed first flight schedule of the XF3H-1's to April, 1951. Early in 1950 first metal was cut but other problems were encountered, such as the nosewheel gear which had to be beefed up (adding a further 50kg). By June the prototype was 35% complete though it

became clear that the promised J40-WE-8 would not be ready in time, forcing McDonnell to opt for the non-afterburning J40-WE-6 as a stop-gap measure. But during inspection of the final mock-up fitted with a J40-E-8 dummy engine in August, it became clear that manual wing folding would be an impossibility in practice, power-folding being now on order which in turn added more weight. By February of 1951 both prototypes were at an advanced stage of construction, and when the first engine arrived in March all seemed set for a first flight as scheduled.

This was not to be as the engine did not prove airworthy, though this did not deter the USN from confirming an order for 150 F3Hs, with an additional second source order being placed with Goodyear (later transferred to Temco) spurred, no doubt, by pressure of the Korean conflict. More changes were requested of McDonnell, the major one being to change the F3H into an all-weather, general purpose fighter. This meant additional fuel had to be carried, transforming the slim fuselage into a comparatively blown-up sausage, ruining its clean lines. Even as initial taxiing trials with XF3H-1 serialised 125444 were taking place in July, McDonnell displayed its preoccupation with the supply of suitable engines for its production aircraft, taking in hand serious studies of alternative powerplants then available. First flight was performed from St Louis on August 7, 1951, with chief test pilot Robert Edholm at the controls, closely followed a week later by the maiden flight of the second prototype.

Come September another change was requested: forward view during landing was considered inadequate, so the whole nose section including cockpit had to be tilted down 5°. While this modification was being redesigned for the production F3H, the first prototype was transferred to Pratt for extensive testing during which lateral stability was found to be lacking. Problems



McDonnell F3H-2N Demon carrying the NP code showing to advantage the unusual, angled method of wing folding. Though unconfirmed, this aircraft is believed to be from VF-213, denoted by the four yellow stars on a blue band on top of the fin and rudder (RJ Caruana Archives)

McDonnell F3H *Demon*

Gull Grey (FS.36440)
on all upper surfaces
(except as noted)

Ailerons and flaps
painted white
Natural metal
leading edges

All horizontal
tail surfaces in White

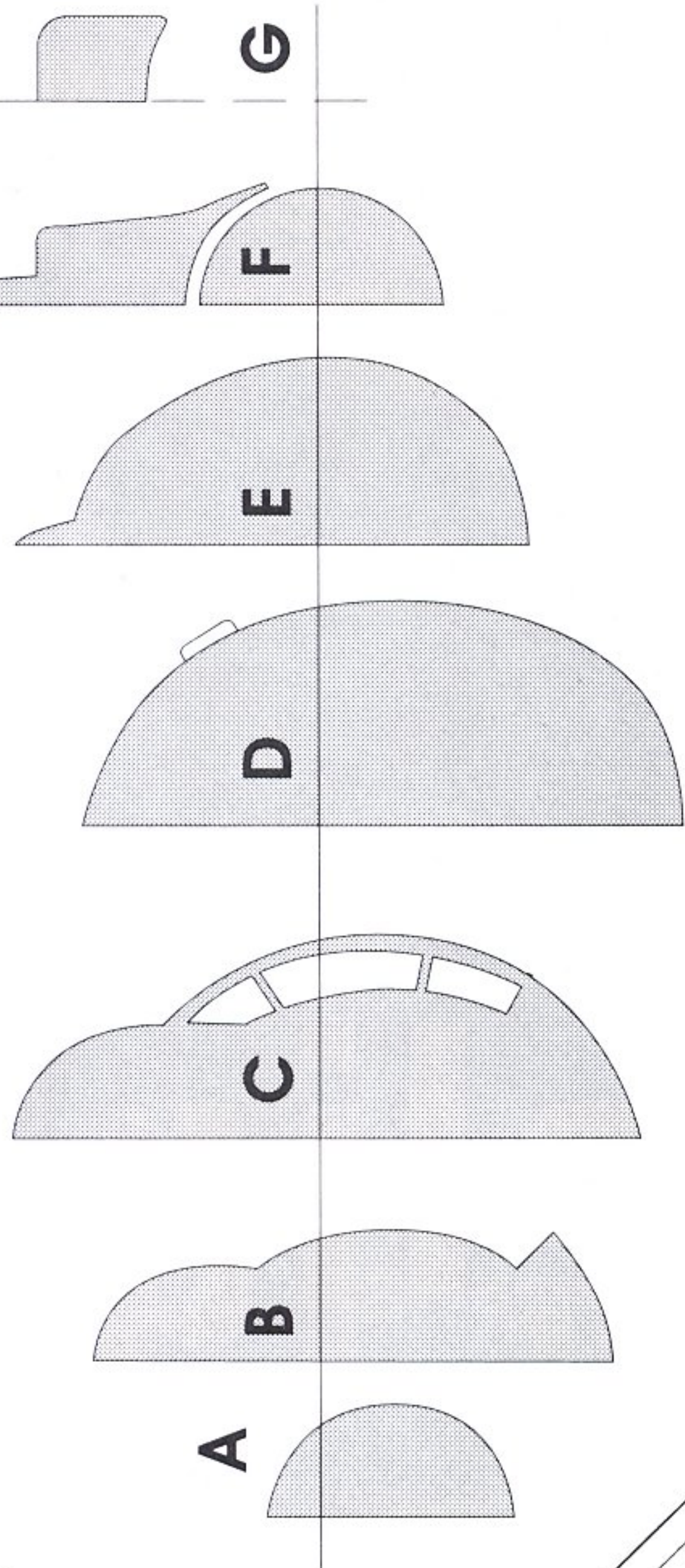
Walkway areas
painted in non-skid
dark grey paint –
sometimes black

Scrap view
showing
revised
tail piece

Canopy
slides aft

Undercarriage
is shown at
maximum compression

FUSELAGE CROSS-SECTIONS



Leading edges
natural metal

Refuelling probe
not always
fitted

Air intake
rim natural metal

Tip usually
painted
black

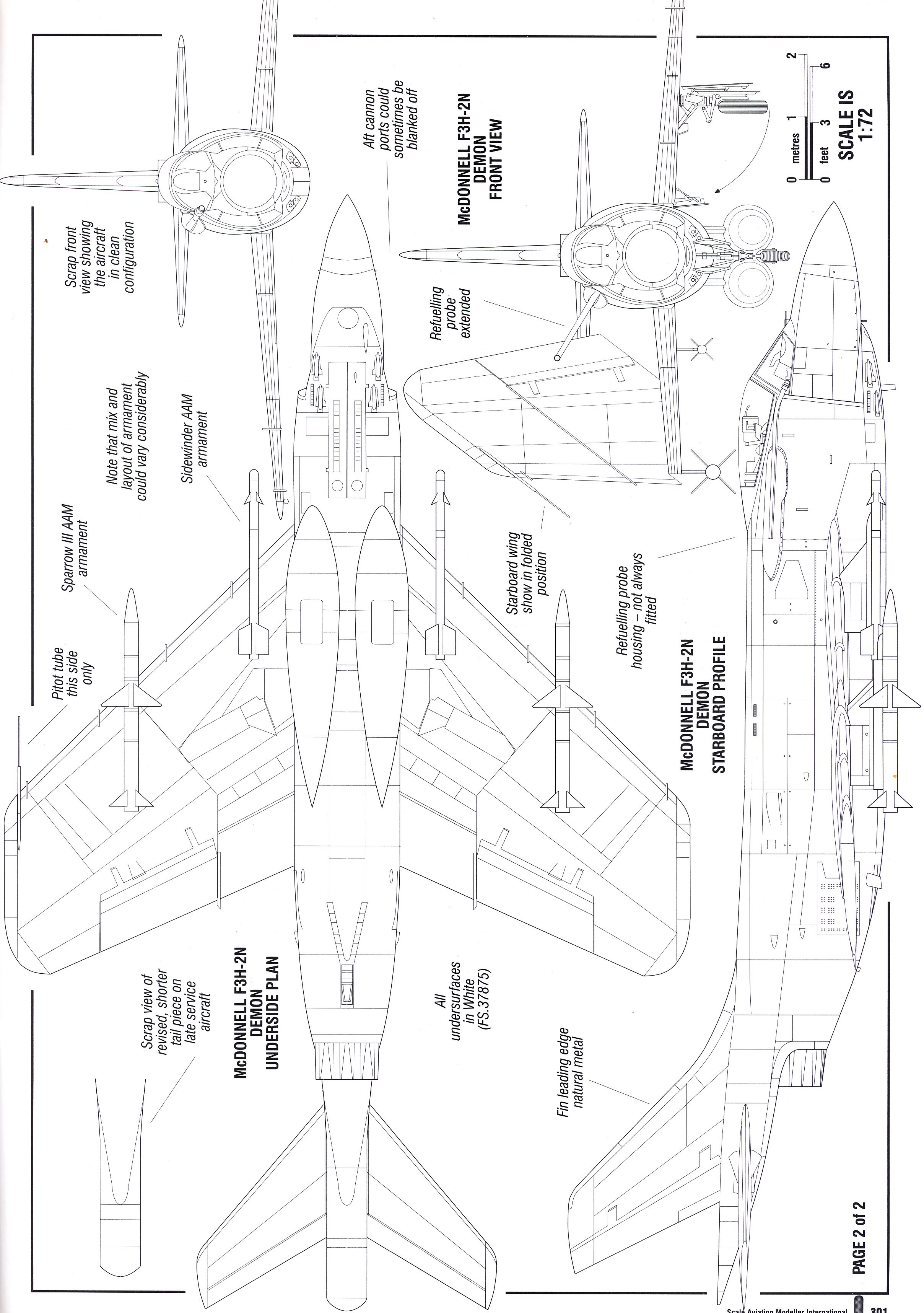
Rim of blast shield
natural metal

McDONNELL F3H-2N DEMON UPPER PLAN

McDONNELL F3H-2N DEMON PORT PROFILE

Undercarriage
is shown at
maximum compression

DRAWINGS BY
RICHARD J. CARUANA
© 1998



Scrap front view showing the aircraft in clean configuration

Note that mix and layout of armament could vary considerably

Sidewinder AAM armament

Sparrow III AAM armament

Pitot tube this side only

Scrap view of revised, shorter tail piece on late service aircraft

**MCDONNELL F3H-2N
DEMON
UNDERSIDE PLAN**

Aft cannon ports could sometimes be blanked off

**MCDONNELL F3H-2N
DEMON
FRONT VIEW**

Refuelling probe extended

Starboard wing show in folded position

Refuelling probe housing – not always fitted

**MCDONNELL F3H-2N
DEMON
STARBOARD PROFILE**

All undersurfaces in White (FS.37875)

Fin leading edge natural metal

0 metres 1 2
0 feet 3 6

**SCALE IS
1:72**

with the engine came to light, this suffering compressor stalls at altitude, though by the end of the year 40 flights had been logged totalling 37 hours – no mean achievement.

Early in 1952 a reconnaissance version, the F3H-1R, was ordered. The original F3H-1 orders were increased and at the same time the second prototype joined the test

the Demon and the first such engine arrived at McDonnell's in September, this being followed by its first flight in a Demon in late October. The USN was having its doubts, though; the F3H-1N was considered as a development programme, while true production aircraft were assigned the -2N, -2M and -2P suffixes, though the latter

the F3H-2M armed with the Sparrow I was undergoing sea trials. The -2N Demon could now also carry up to four Sidewinder missiles and was fitted with a Hughes APG-51A radar.

On March 7, 1956 the FIP was positively concluded and the first Demons were delivered to VF-14 'Tophatters' at a time when

designations of USN aircraft were changed, the F3H-2 becoming the F-3B, the F3H-2M becoming the MF-3B while the F3H-2N was changed to F-3C. From a close inspection of photographs it also transpires that late in the life of the Demon, its tail end was modified; the 'beaver' tail was shortened and rounded. Also noticeable is the deletion of two, or at times all four cannon with their muzzles being faired over. This must have made the Demon the first all-missile armed fighter anywhere.

Some operational problems remained, always centred around the engine. In its final form, the J71-A-2E had a slightly lower thrust due to modifications to the compressor blades, which eventually cured the old malady of compressor stalls and flameouts, especially at low temperature conditions. Apart from its advanced features, the Demon helped establish some other 'firsts' for the USN; one such was the first to fire Sparrow IIIs outside the Continental United States whilst operating with VF-64 on board USS Midway. Another late addition to the F-3B was the installation of an in-flight refuelling probe on the starboard air intake whilst late models were also equipped to refuel other aircraft using the 'buddy-buddy' system through a 300-gallon tank equipped with a drogue hose.

Pilots who had flown the Demon remember it with affection though they often describe it as a big and somewhat underpowered machine with an excellent auto-pilot. Notwithstanding some shortcomings it was to give excellent service on US carriers, providing the USN with its first true all-weather missile fighter. And the 21 units which operated it proudly carried their unit colours on the machine whenever they went to fly the flag, as the drawings on the colour pages can testify.

Though it is understandable that pioneers in aviation have to suffer long gestation periods, it is a bit of a mystery why so few are remembered as they truly

programme at Pratt. As from March both aircraft began to receive further modifications, including installation of the J40-WE-8 engine with afterburner, mid-span ailerons, and installation of avionics and autopilot. McDonnell had, by that time, begin to insist on an alternative engine, pushing for the Allison J71, while orders for the F3H – by then christened 'Demon' – were increased to 1,138 examples. The request for the Allison was heeded by the BuAer which ordered the J71-A-2 with afterburner into production in December. The new year saw the first flight of the Demon with an afterburning J40-WE-8 which was followed by initial Navy evaluation at Pratt in February. On the whole these tests proved satisfactory, though both prototypes were grounded the following month due to engine problems and it was in August that full carrier suitability trials at the Naval Air Test Centre (NATC) could be performed with the second XF3H housing a modified J40-WE-22A.

Meanwhile production of the F3H-1 was well underway and with approval of the Sparrow I missile programme, the initial designation was changed to F3H-1N while installation of the J71 was also approved commencing with aircraft N° 61 on the production line. During October a further redesign was introduced, this time to the wing which was increased by 17% in area thus improving manoeuvrability at altitude. By the end of that month seagoing trials had been successfully performed on board the USS Coral Sea (CVA-43) and on December 24 the first aircraft off the production line at St Louis performed its maiden flight.

A streak of bad luck hit the Demon programme at that stage: prototype 125444 was lost in March, 1954, followed a few days later by a deadstick landing by an F3H-1N, and then a second production example was lost before the end of the month – the only relief was that there were no casualties. Switching onto the J71 now became of paramount importance for the survival of

(photo-recce version) was to be cancelled entirely. Orders for other versions were reduced to 280. The second-source line from Temco was cancelled and of the F3H-1s produced, 21 were used as ground trainers and 29 eventually converted to the J71 powered F3H-2.

1955 dawned with the first flight of the first F3H-2N, which was hailed as a great step forward following tests at NATC in March, offering an increase in performance and improved manoeuvrability at high altitude. This also meant the death of the J40 engine, while the J71 was having some problems of its own during qualification trials, but not serious enough to affect development. In fact, by July the J71 was

the Cold War was rearing its ugly head, following escalation of tension brought about by the Suez Crisis. The -2M, which was also cleared to carry the AIM-7C Sparrow III, made the grade, though it was eventually decided that all -2N and -2M versions were to return to McDonnell, on a replacement basis with new-build aircraft, to be converted to F3H-2 standard which combined the best features of both. These modifications incorporated the use of inboard wing spoilers to improve lateral control as aileron correction alone, during certain sectors of the flight envelope, was not considered adequate. Towards the end of 1956 orders for the Demon had been increased by 90 examples, followed by a further 149 the following year



Missing the arrestor wire meant getting entangled in the barrier! Here Demon 143435 of VF-21 'Freelancers' on board USS Midway is being freed from the mass of wires which saved the aircraft and its pilot from the 'drink' (RJ Caruana Archives)

considered adequate and carrier trials on board USS Ticonderoga (CVA-14) were performed during September proving that McDonnell's new fighter was well on its way to earn its navy wings. Some problems remained to be ironed out, particularly engine flameout during gunfiring whilst manoeuvring. This did not deter the Fleet Introduction Program (FIP) at Patuxent River with six F3H-2N Demons from starting on January 3, 1956. By November,

which brought production, which ended in 1959, to a total of 519.

Once the Demon had found its sea legs it proved to be an extremely rugged aircraft, cutting down enormously on the high deck accident rate of previous jets. It could carry a respectable load over a maximum combat range of 1,370 miles (2200km). Other units converted onto the Demon and at the height of its career, no less than 21 Fleet Squadrons were flying the type. Meanwhile

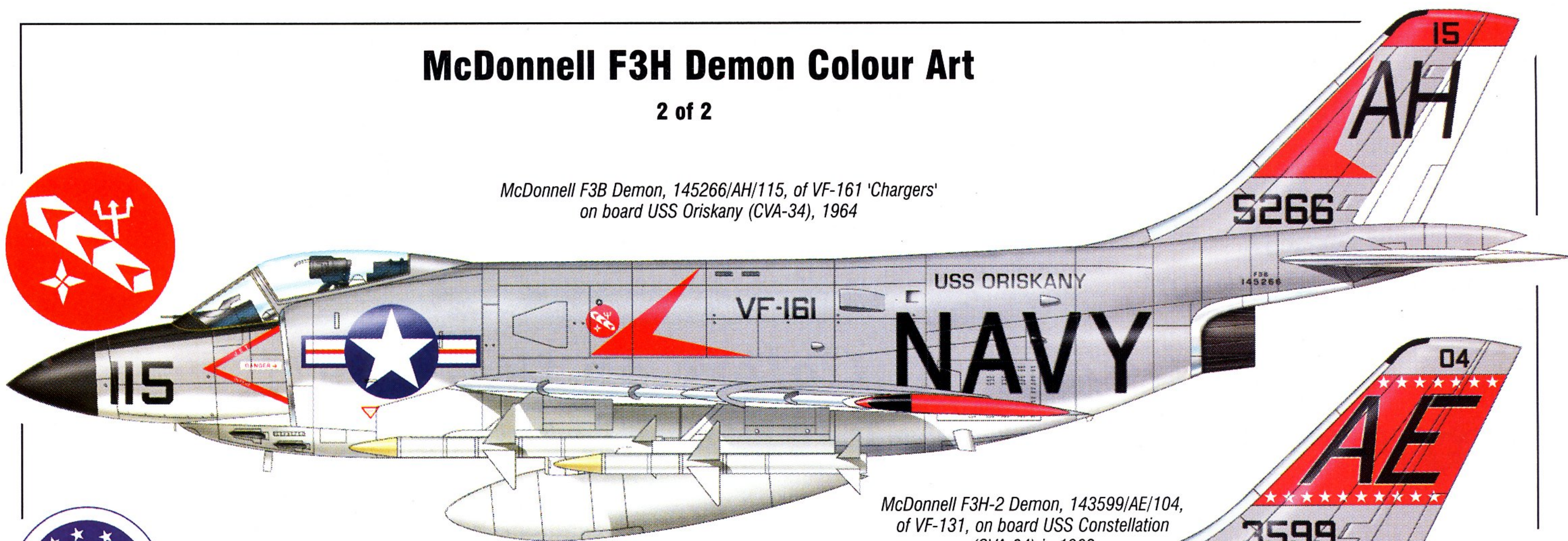
deserve. And this can also be said of the Demon which was instrumental in casting the mould for that greatest of great aircraft which it sired – the phabulous Phantom II. One doubts if McDonnell could have made such a superlative machine as the Phantom without having gone through the Demon, and for this alone the F3H deserves a niche in aviation history.

Richard J. Caruana

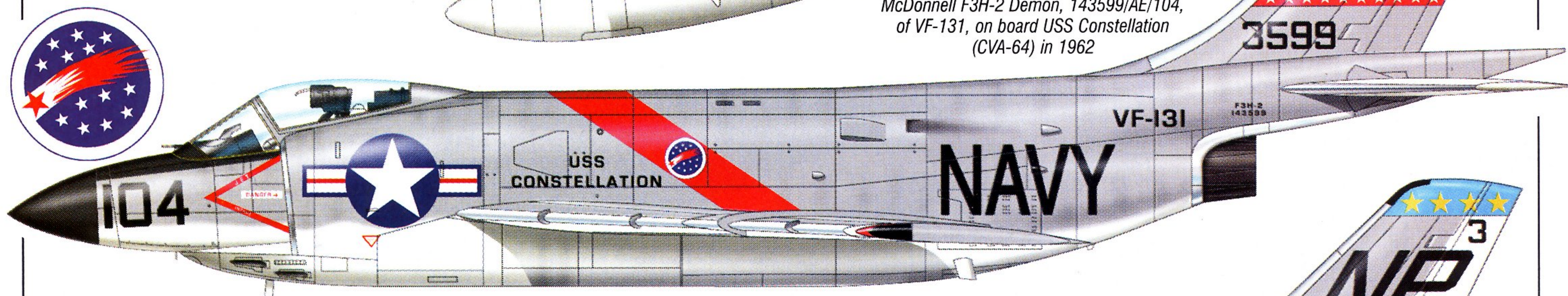
McDonnell F3H Demon Colour Art

2 of 2

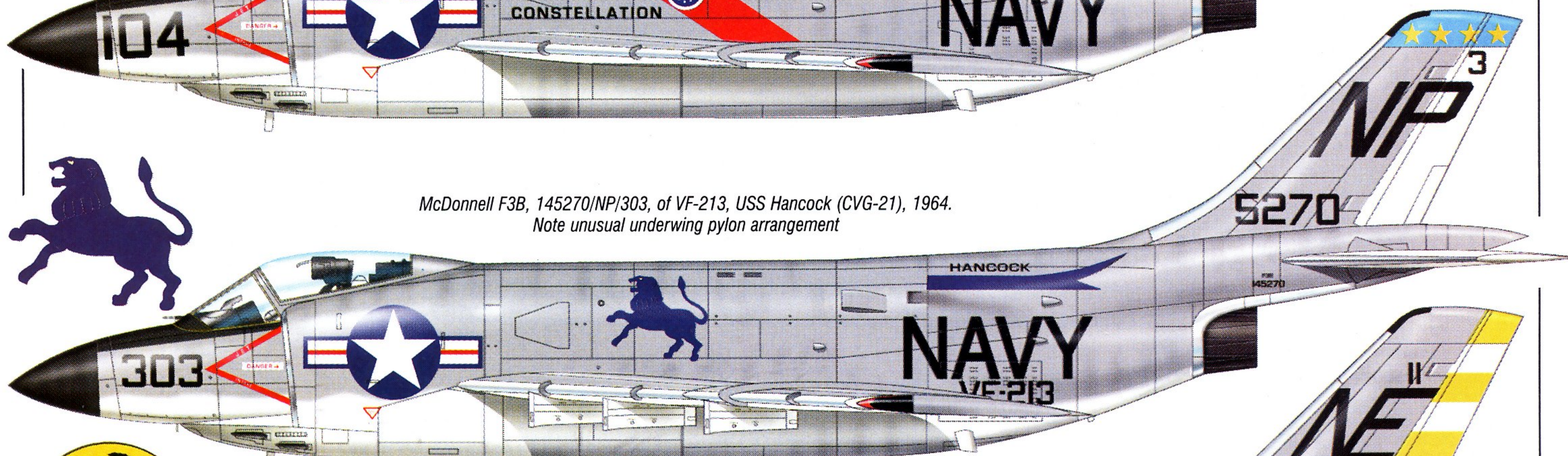
McDonnell F3B Demon, 145266/AH/115, of VF-161 'Chargers' on board USS Oriskany (CVA-34), 1964



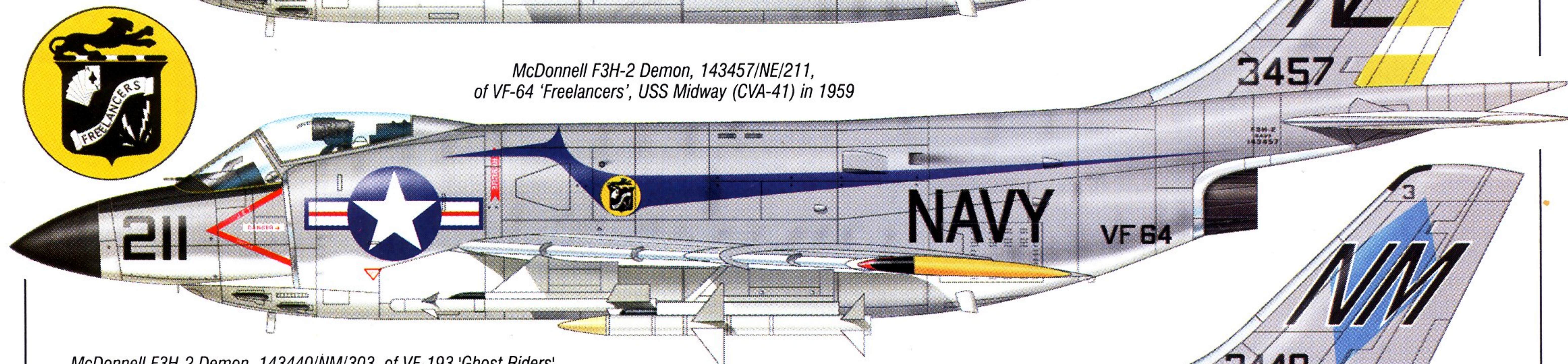
McDonnell F3H-2 Demon, 143599/AE/104, of VF-131, on board USS Constellation (CVA-64) in 1962



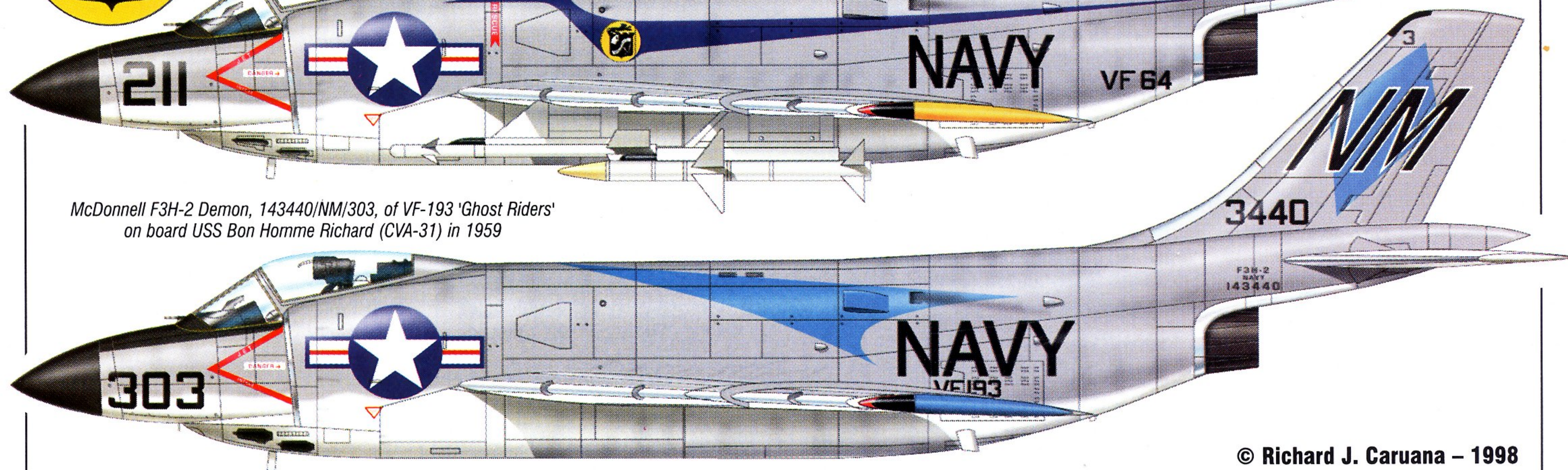
McDonnell F3B, 145270/NP/303, of VF-213, USS Hancock (CVG-21), 1964. Note unusual underwing pylon arrangement



McDonnell F3H-2 Demon, 143457/NE/211, of VF-64 'Freelancers', USS Midway (CVA-41) in 1959



McDonnell F3H-2 Demon, 143440/NM/303, of VF-193 'Ghost Riders' on board USS Bon Homme Richard (CVA-31) in 1959



© Richard J. Caruana – 1998

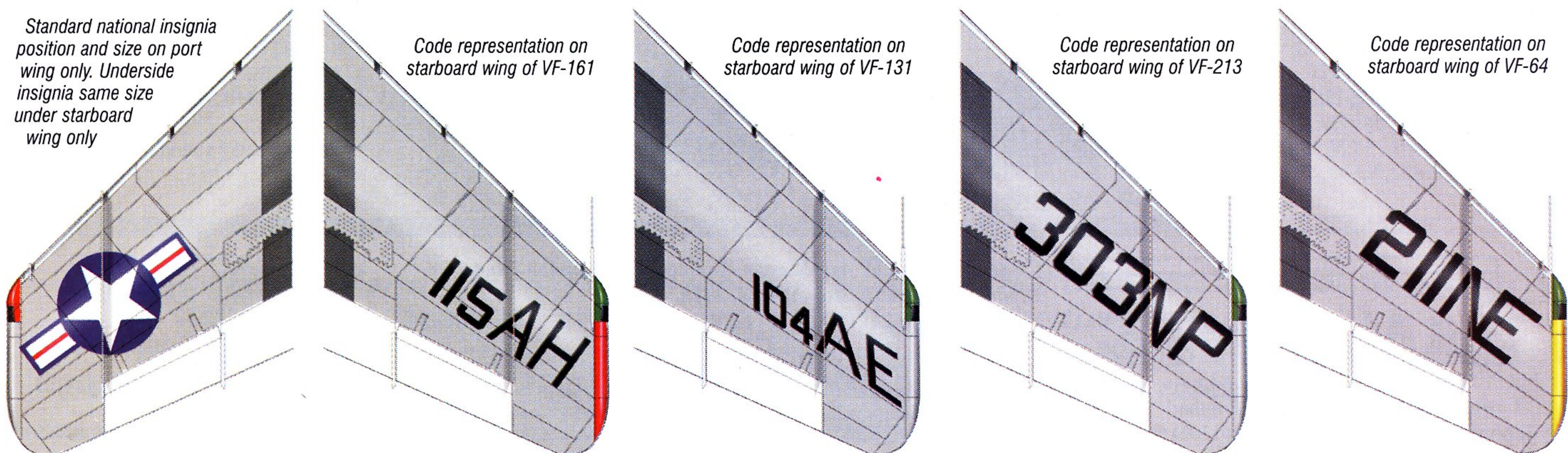
Standard national insignia position and size on port wing only. Underside insignia same size under starboard wing only

Code representation on starboard wing of VF-161

Code representation on starboard wing of VF-131

Code representation on starboard wing of VF-213

Code representation on starboard wing of VF-64



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 + 1263 Dark Green
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 + 1265 Undersurface Gray
 + 1266 Air Superiority Gray
 + 1267 Stone
 + 1268 Radome/Hub Green

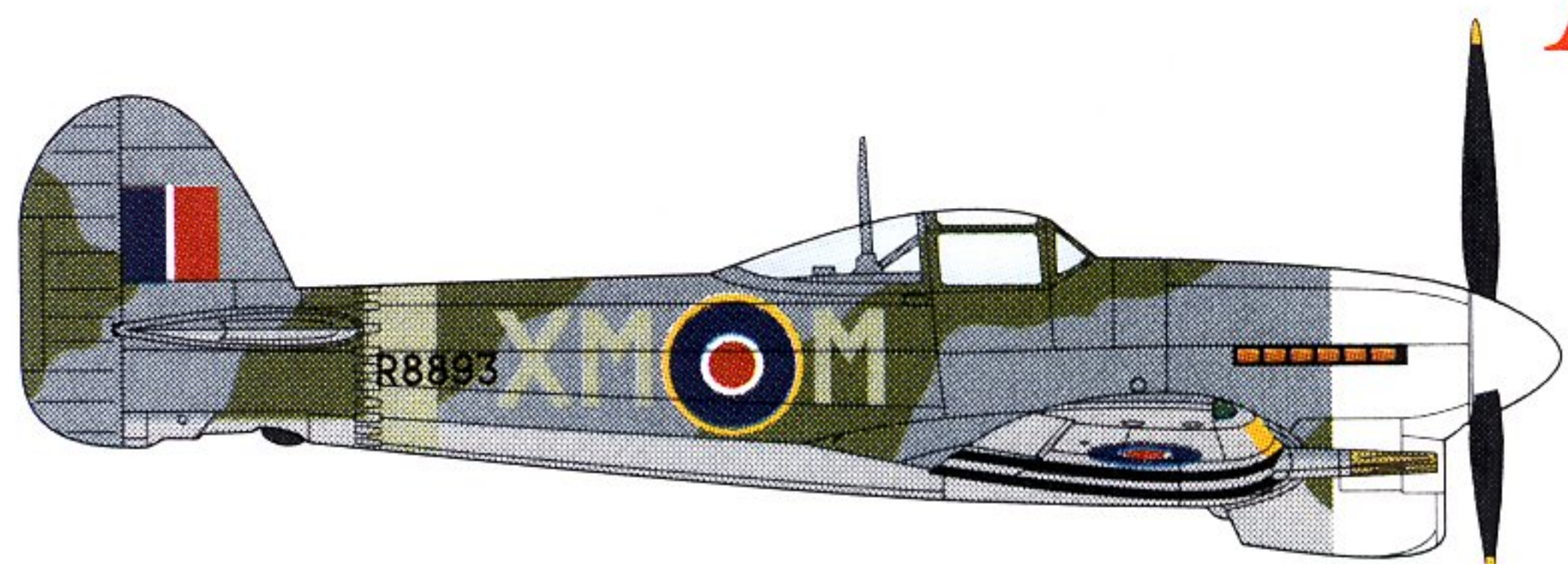
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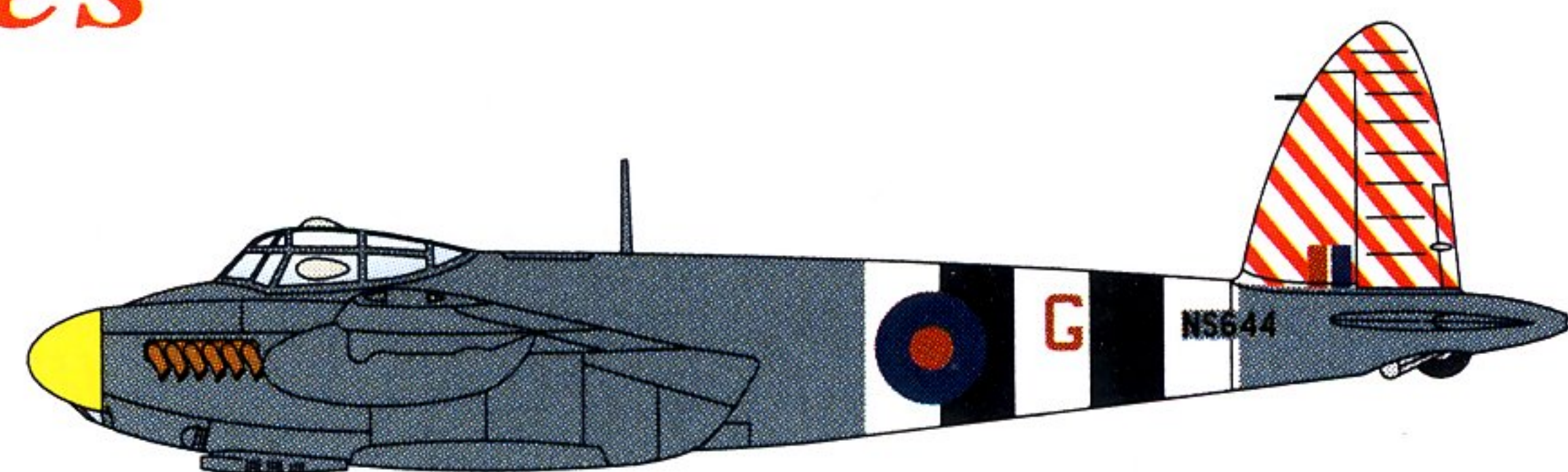
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C 72-032 Recon Birds

- 1: Msqto PR Mk. XVI (NS644), 680 Sq., 1944
- 2: Msqto PR Mk. XVI 653 BS, 25 BG, 1944
- 3: F-5E-2-LO "Lanakila", 7 PRG., 1944
- 4: F-5E-2-LO, 33 PRS, 10 PRG., 1944
- 4: Spit Mk. I PR, Heston, 1940
- 5: Spit Mk. IV PR, 1 PRU, 1942

C 72-156 Lancaster Bombers Pt. I

- 1: Lanc B. Mk. III, "Mickey Moocher", 61 Sq
- 2: Lanc B. Mk. I, "Oor Wullie", 100 Sq
- 3: Lanc B. Mk. III, (LM550), 166 Sq
- 4: Lanc B. Mk. III, (LM624), 57 Sq

C 72-157 Lancaster Bombers Pt. II

- 1: Lanc B. Mk. X, (KB772), RCAF, 419 Sq
- 2: Lanc B. Mk. III, (PB150), RCAF, 625 Sq
- 3: Lanc B. Mk. I, "Admiral Prune", 106 Sq
- 4: Lanc B. Mk. III, (ME499), 166 Sq

C 48-134 Mitchell Collection Pt. II

- 1: B-25J-11, "White Wing", 501 BS, 345 BG
- 2: B-25J-11, "Miss B Havin", 498 BS, 345 BG
- 3: B-25J-11, "Cactus Kitten", 501 BS, 345 BG

F 48-361 IJNAF Hinomaru Col. Pt. II

Two decal sheets with Hinomarus for the following aircraft:

Grace, Val, Zero 21, Zero 52

C 48-368 ETO Mustangs

- 1: P-51D "Estrellita III", 385 FS, 364 FG, 8 AF
- 2: P-51D "Hoo Flung Dung", 382 FS, 363 FG, 9 AF
- 3: P-51D "Stinky", 369 FS, 359 FG, 8 AF
- 4: P-51D "Bengal Lancer", 503 FS, 339 FG, 8 AF

C 48-372 Storms in the Sky Pt. VIII-Cardoor

- 1: Typhoon IA, "Farguhar IV", 56 Sq
- 2: Typhoon, Wing Leader Guillam, "Penny"
- 3: Typhoon, Sqn Leader Beamont, 609 Sq
- 4: Typhoon, (R8893), 182 Sq, 1942
- 5: Typhoon, "Mavis", (DN406), 609 Sq

C 48-373 Storms in the Sky Pt. IX-Cardoor

- 1: Typhoon, "Land Girl", (R8224), 56 Sq, 1943
- 2: Typhoon, Sqn Ldr Crowley-Milling, 181 Sq
- 3: Typhoon, "Cemetery Bait II", 181 Sq, 1943
- 4: Typhoon, "Northern Star", (DN267), 193 Sq
- 5: "Donal Duck", Sqn Ldr Taylor, 195 Sq

C 48-374 Takhli Weasels (F-105)

- 1: 105F, "Sinister Vampire", 44 TFS, 355 TFW
- 2: 105F, "Jinking Josie", 357 TFS, 355 TFW, 1968
- 3: 105G, "Tough Cookie...", 44 TFS, 355 TFW, 1968
- 4: 105G, "Silent Majority", 354 TFS, 355 TFW, 1970
- 5: 105G, "Sam Fighter", 354 TFS, 355 TFW, 1970

C 48-375 Takhli Thunderchiefs (F-105)

- 1: 105D, "Bald Eagle", Col. H. Bottomly, 355 TFW
- 2: 105D, "Frito Bandito", 357 TFS, 355 TFW
- 3: 105D, "Cheese Maker...II", J. Olvera, 355 TFW
- 4: 105D, "Old Crow II", Col. C. Anderson, 355 TFW
- 5: 105D, "Lead Zeplin", 354 TFS, 355 TFW, 1970

C 48-376 Fw-190 Butcher Birds Pt. V

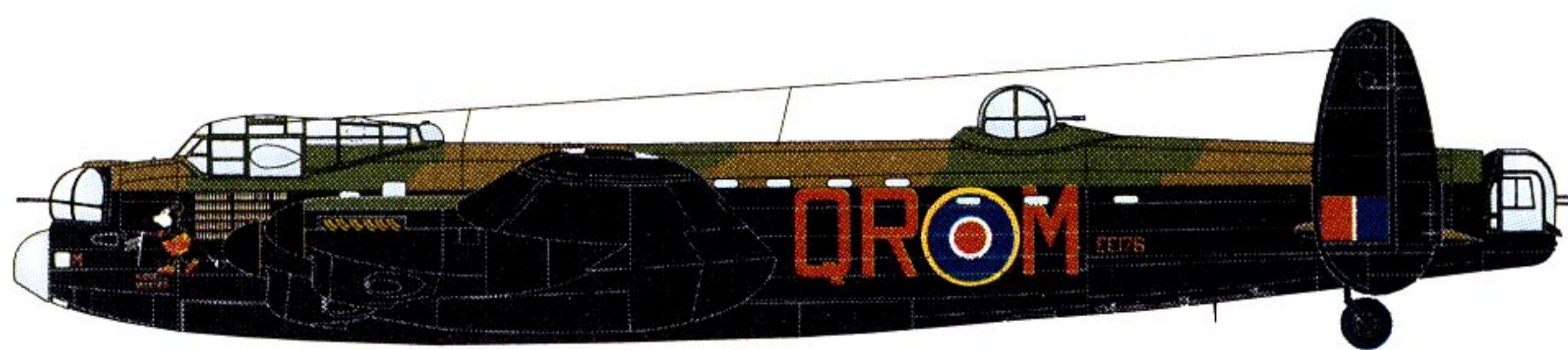
- 1: Fw-190A-8, Lt. V. Hierman, 3./JG77
- 2: Fw-190A-7, Lt. W. Krebs, 1./JG1, 1944
- 3: Fw-190A-6, Maj. E Bacsila, Sturmsraffel 1
- 4: Fw-190A-8, Obst. Lt. W. Dahl, JG300
- 5: Fw-190A-7, Sturmsraffel 1, 1944

C 48-377 Air War Over Vietnam 9 - A1H Pt. 3

- 1: "Little Annie Fanny", 6 SOS, 14 SOW, 1967
- 2: "Bad News", 6 SOS, 14 SOW, Pleiku, 1962
- 3: "Cool Fool", 1 SOS, 56 SOW, 1970
- 4: "Bubbles n Bust", 602 SOS, 1970
- 5: "Good Buddha", 1 SOS, 56 SOW, 1968

C 48-380 Hellcat Aces

- 1: F6F-3, Lt. U. Hanks, VF-16, 1943
- 2: F6F-5, Cmdr. T. Winters, VF-19, 1944
- 3: F6F-3, Lt. W. Crawford Moseley, VF-1, 1944
- 4: F6F-3, Lt. H. McWhorter, VF-9, 1943
- 5: F6F-5, Lt. B. Moranville, VF-11, 1945



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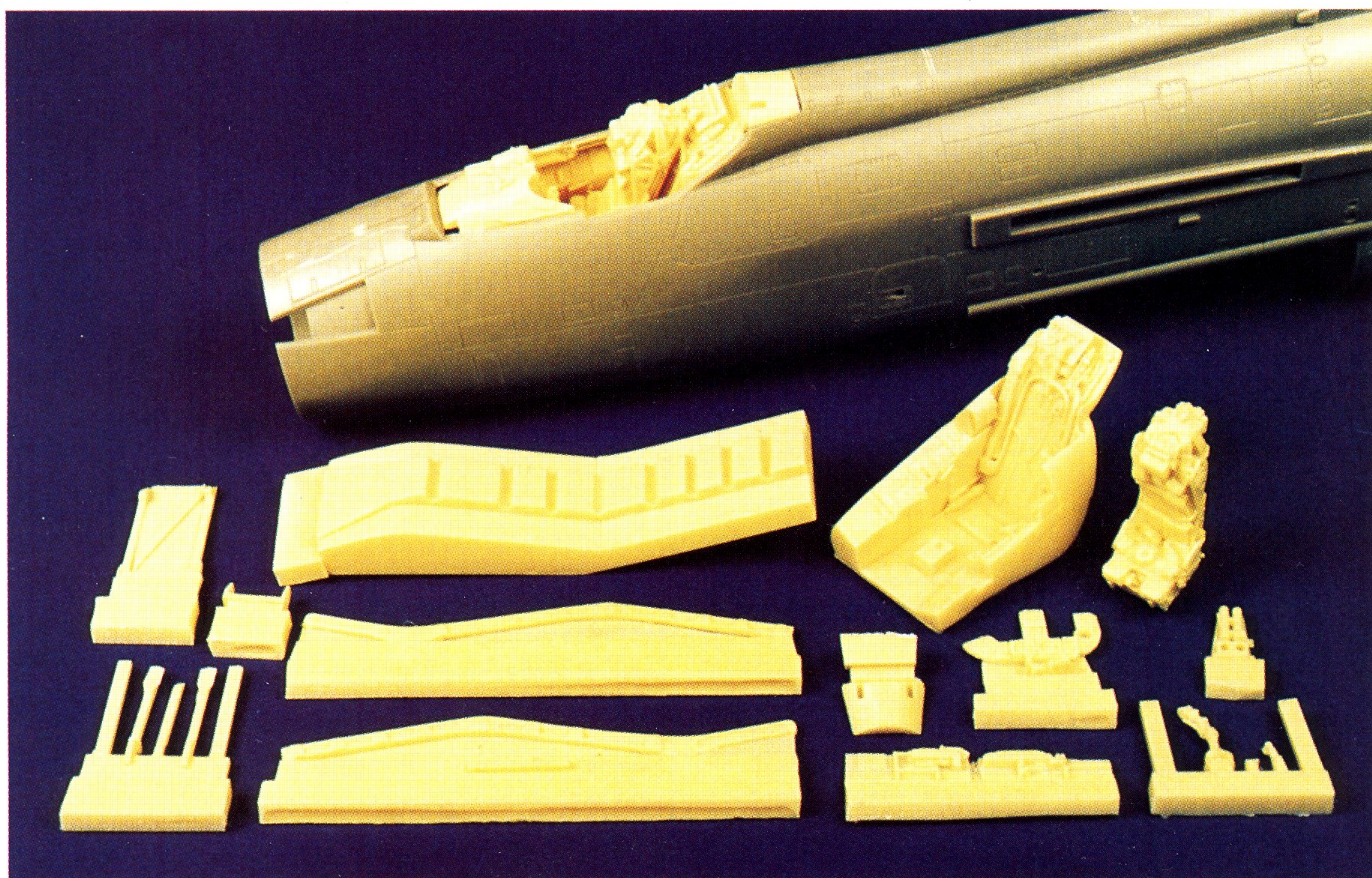
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#35-2001 thru 35-2008 , #35-8001 thru 35-8005,

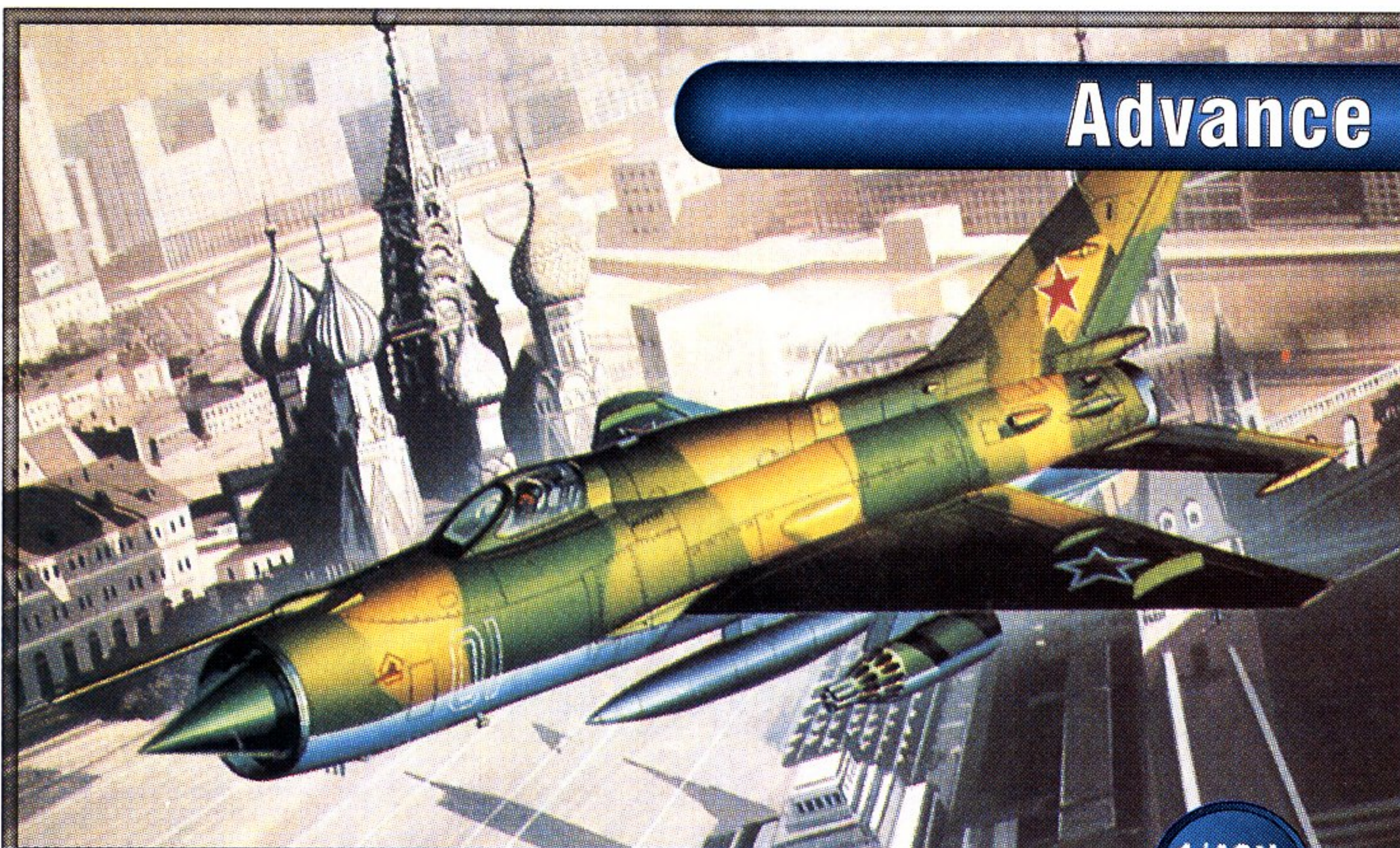
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Advance Preview



1/48th
SCALE

MiG-21PF

The Kit

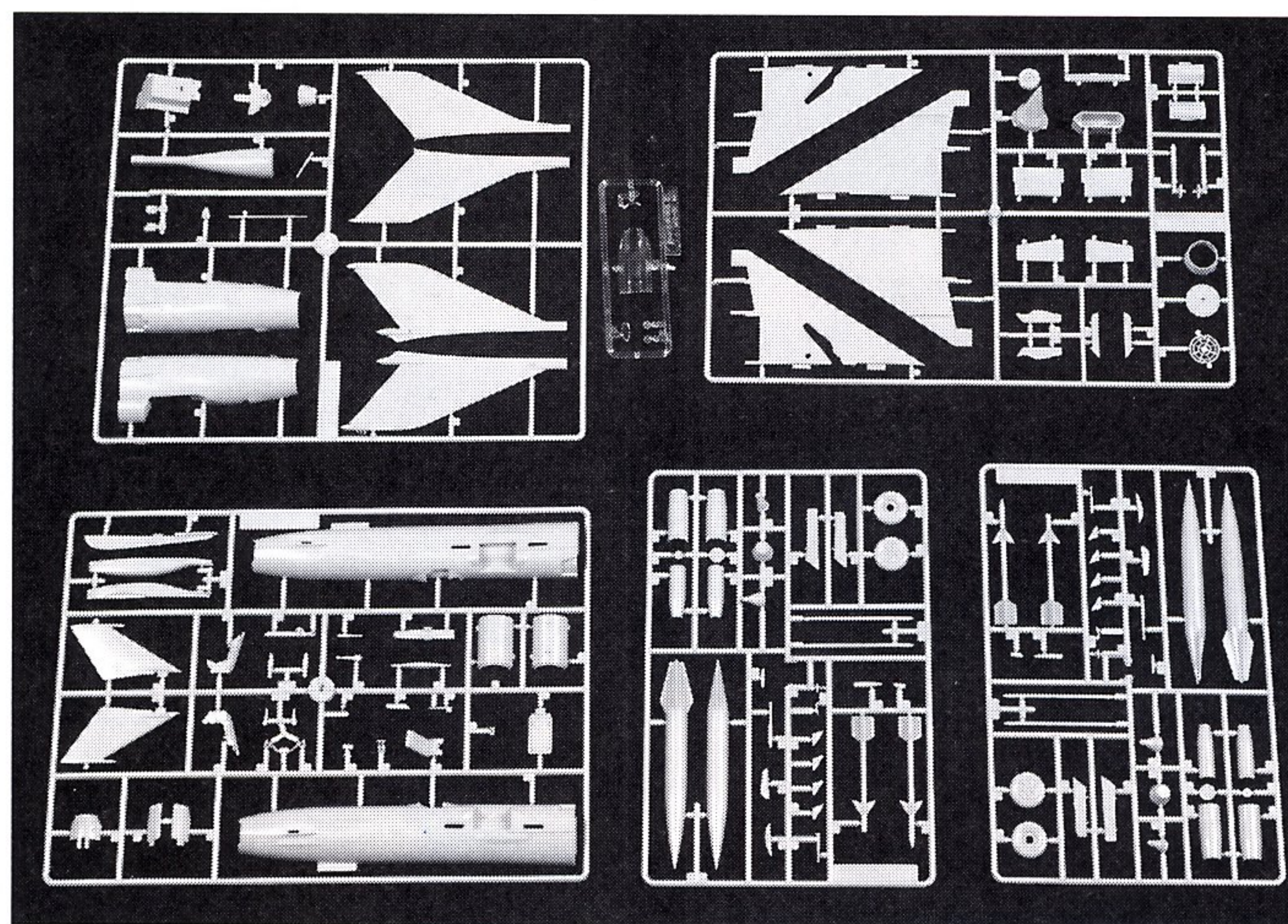
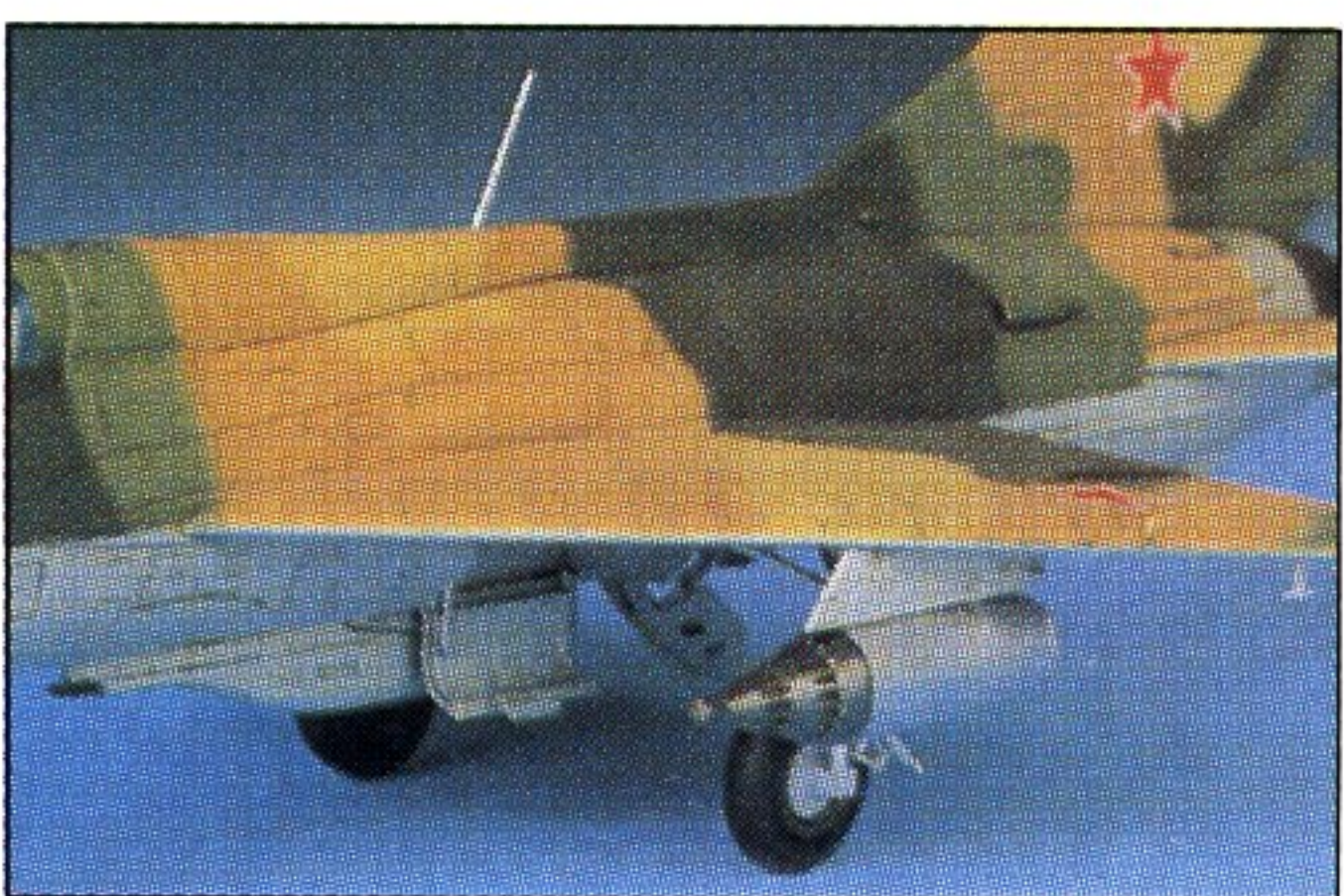
The kit comes moulded on five light grey sprues, with a sixth containing all the clear parts. A maximum of two sprues are packed in each bag and I am afraid that Academy have missed the point somewhat, as they have certainly packed the clear sprues in a bag, but unfortunately they have also put one of the other big sprues with it, so the main canopy is getting scratched. In future we can only hope they will pack the clear sprues on their own. All of the panel lines and rivet detail are finely engraved, whilst all the ribs and structure in the wheel wells is raised. The fuselage is split vertically, with a break aft of the cockpit (groan!), as it is obvious that in future



4 insets: Details of the assembled pre-production version

Academy intend to do the bis and two-seat versions. The entire nose is therefore separate, as is the dorsal spine of this version. The ejection seat is supplied in six pieces and it's to scale this time (unlike the Hunter one!). The cockpit tub comes with raised sidewall details, as does the instrument panel. About 15g of weight will be required in the nose cone and although there is certainly room for this, I hope the likes of Aeroclub consider a white metal radome for this as a future product (as they have done with the Lightning).

The wing control surfaces are supplied



The layout of parts. Note the separate nose assembly and two styles of vertical fin

separately, although the rudder and elevators are not. The ventral airbrake is included, along with its operating ram and all the wheels come 'unweighted'. The stack of option parts, including the two styles of vertical fin, the rocket pods, missiles and drop tanks all make for a very impressive kit.

As far as assembly goes the kit fits very well in the basic stages, but the joint of the nose assembly to the main fuselage does result in a step. This could be overcome by sanding down the offending area, although this will result

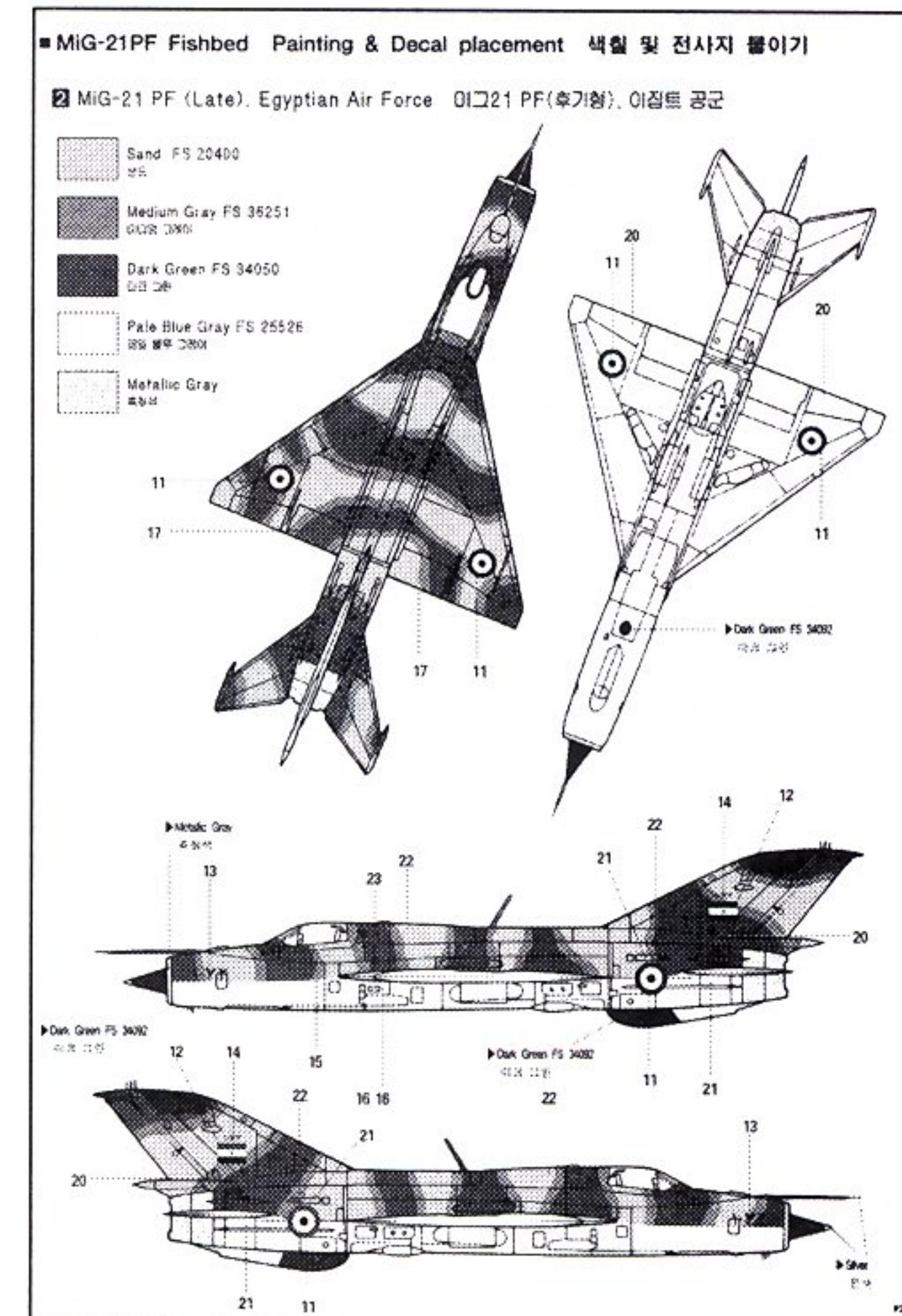


in the loss of all that lovely surface detail, or by sanding down the mating surfaces of each nose half (part C14 and C15) to reduce the diameter of the nose. You would also have to adjust the nose cone and cockpit tub a little, but I think this is preferable to the fill and sanding method you will otherwise have to employ. Overall however the kit looks as if it will be a good one and we will bring you a full review of the kit in due course.

Colour Options

There are four in this kit. Two using the early vertical fin, and two with the late style. The first two are in overall silver and they are '4326' of the North Vietnamese Air Force and '14045' of the Chinese P.L.A. Air Force. Both of these machines carry 'kill' markings on the nose. The other two options are in camouflage and they are an Egyptian Air Force example in Sand, Medium Grey and Dark Green over Pale Blue Grey, or a Soviet Air Force example ('01') in Sand, Light Brown, Medium Green and Dark Green over Light Grey.

All colours are listed by FS number, but not by any paint manufacturer's

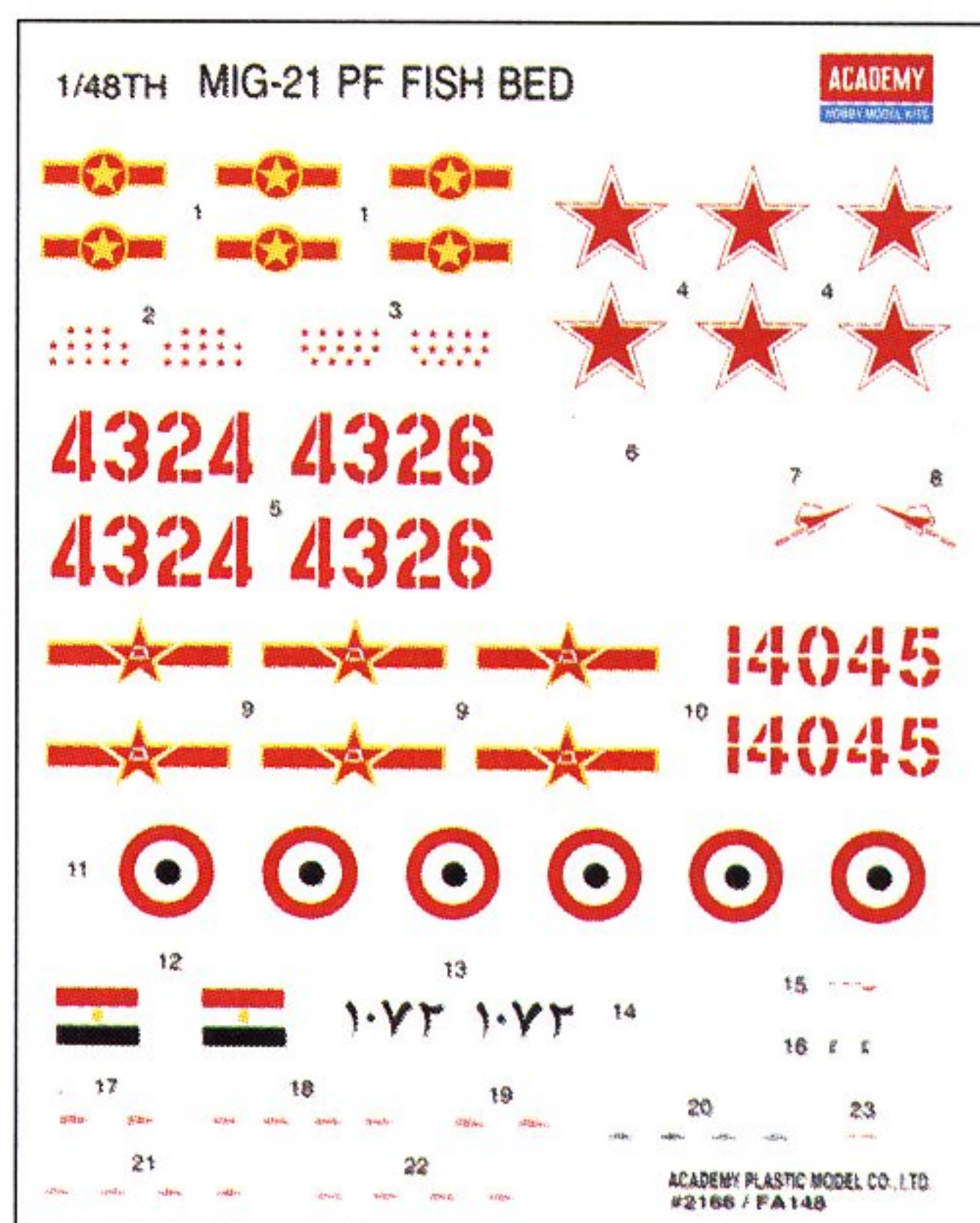


The Egyptian A.F. example, showing the painting details cross-referred to the FS numbering system

assembly will tell if the kit does go together well and I am sure that Russian fans out there will soon be debating the number of panel lines and rivets. Apart from the ridge at the cockpit to fuselage joint, the kit seems to be trouble free, so we will have to try to reduce the problem during the kit's assembly.

This is a type which saw huge service, with a mass of nations and in its MiG-21/2000 version is still going even to this day. I am sure that Academy want to get as many types out of the basic moulds as is possible and that is why the nose has been moulded separately. Having seen a number of other sprues for this kit, it seems apparent that the bis version will also be produced (not listed officially) as

ranges. All detail painting is highlighted throughout the assembly stages.



The decal sheet

Decals

These are very glossy with only small amounts of excess carrier film and they were all in register. The colours look quite dense and all of the national insignia were correctly proportioned. There is also a set of stencilling, although having seen Russian jets, I cannot believe that 20+ was all that were applied (the MiG-15 seems to have its service manual stencilled all over it for example!).

Conclusion

As with all new-generation kits, this one certainly looks good in the box. Time and



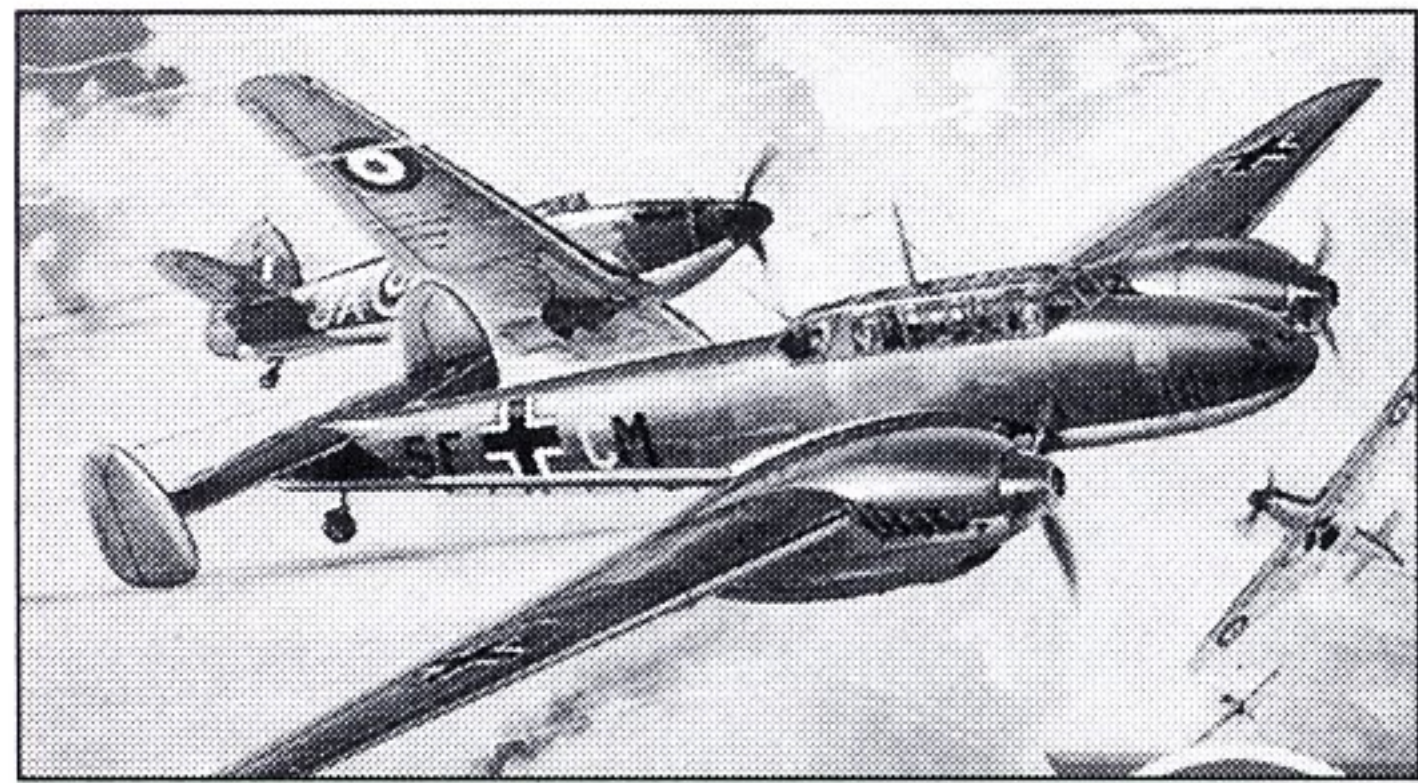
well as the two-seat version, neither of which have been 'officially' listed by Academy yet. So it may well be another case of 'watch this space'.

Our thanks to Toyway, the UK importer of the Academy range for allowing us to have the first example of this kit into the UK. Hopefully deliveries of the kit will be available soon, and it should be generally available by May.

Technical Data

Manufacturer: Academy
Scale: 1/48th Price: £13.99
Type: Injection Moulded Plastic
Parts: Plastic 136, Clear 5
Options: Early or Late Vertical Fins, UB-32 and UB-16 Rocket Pods, K-13 'Atoll' Missiles, GP-9 23mm Cannon Pod and 130 Gallon Drop Tank
Decal Options: 4
Manufacturer: Academy Plastic Model Co. Ltd., 273-64, Suyu-dong, Kangbuk-gu, Seoul, Korea.
UK Importer: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
Tel: 01462 672509 Fax: 01462 672132

Messerschmitt Bf 110C/D



The box art will, I am sure, stimulate many modellers to buy this kit. They will be disappointed when they open the kit and find it was only made 19 years after the events depicted on the box!

Technical Data

Manufacturer: Airfix
Scale: 1/72nd **Price:** £4.49
Type: Injection Moulded Plastic
Panel Lines: Raised
Manufacturer: Airfix, Marfleet, Hull, North Humberside. HU9 5NE
 Tel: 01482 701191
Original Release Date: 1959
Also Marketed by: Airfix Corp. of America, Airfix Craftmaster, Toltoys and MPC.

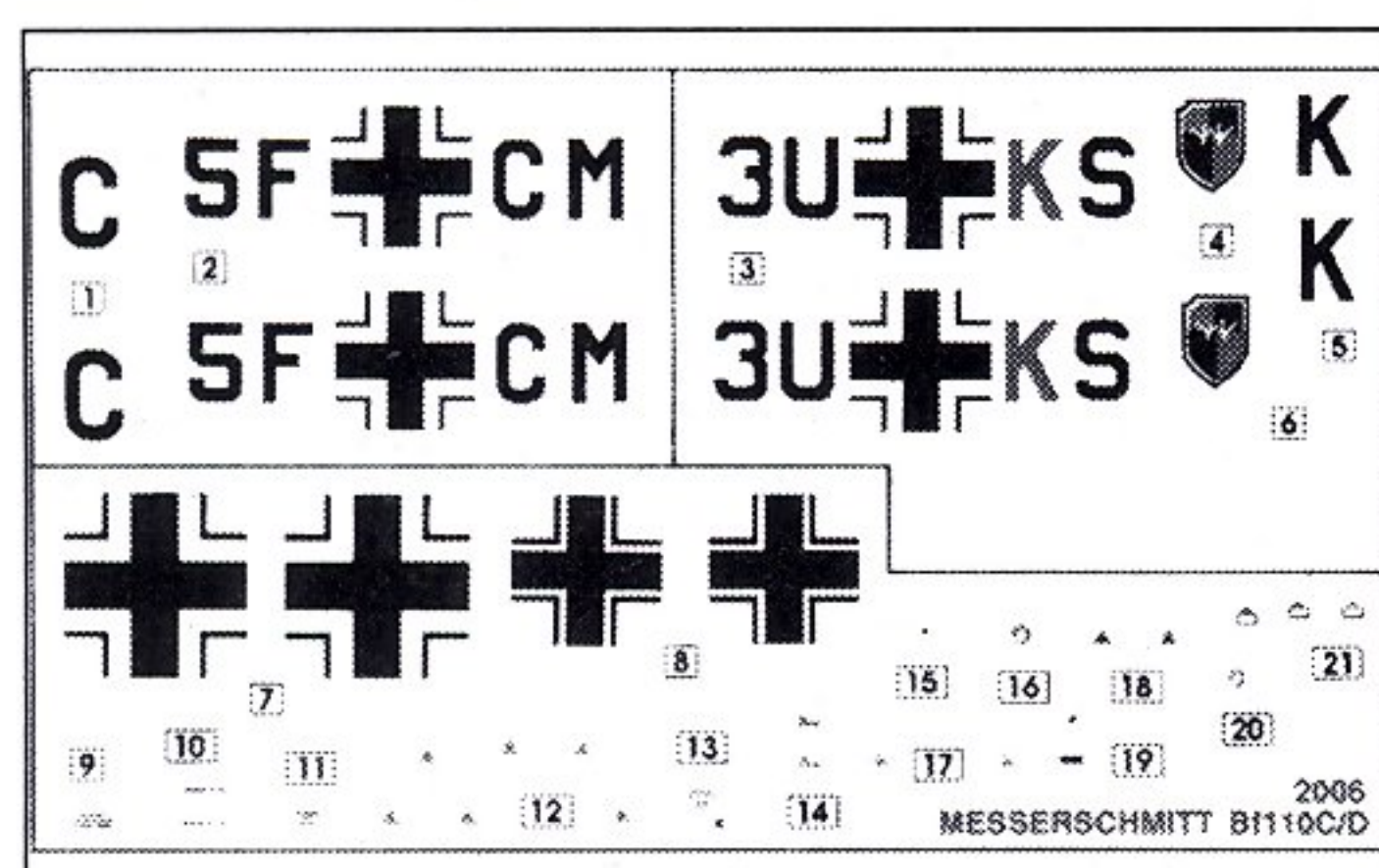
This is a real 'blast from the past' and not a welcome one as far as an accurate Bf 110 goes! The kit is a really old example, celebrating its 39th birthday no less. This kit has many memories for me, as it was the first I can recall building properly, with the assistance (and guidance) of my father.

The quality of this latest packaging is as good as I remember it (for good read 'bad'), with a whole mass of rivets and all the other details raised. The level of detail is what you would expect for a 1959 product and there is therefore nothing at all in the cockpit areas, just two pegs moulded to the sides, onto which are placed the two crew figures.

Options include putting the undercarriage up or down, although nowadays there is no stand included for the wheels-up version, so it is difficult to display. The large drop tanks are also included and my only question about this kit is, why is the rear gunner shooting at the enemy with a pump-action water pistol? (have a look at the moulding of the gun Pt. No. 53!)

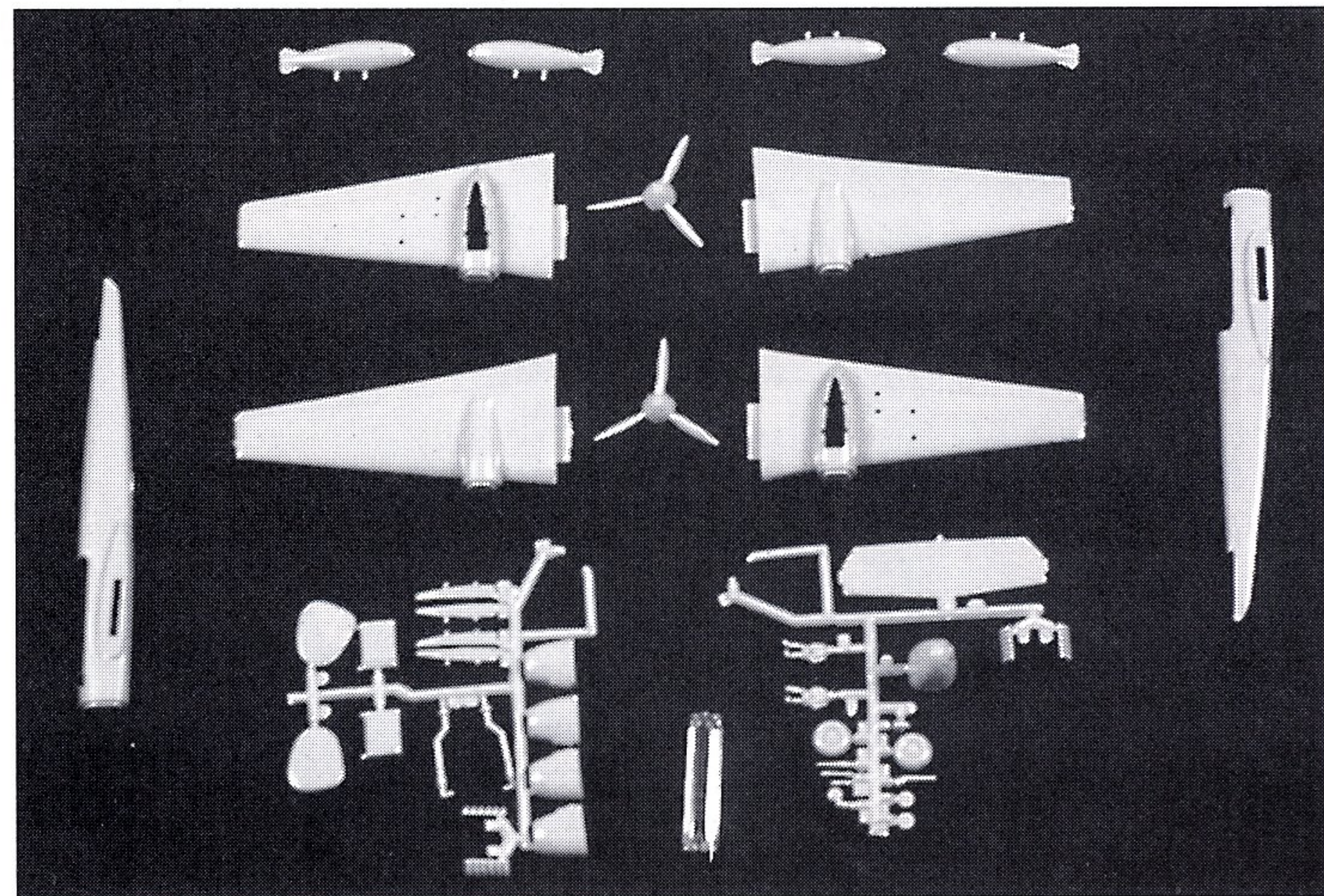
Colour Options

Two are included with this kit, the first being a C-5, coded 5F+CM of 4(F)/Aufklärungsgruppe (Aufkl.Gr.) 14 based at Cherbourg, France in July 1940. This machine, W/Nr. 2177, was intercepted while on a recce mission and forced down in a field near Goodwood racecourse on the morning of the 21st July 1940. The machine was repaired and subsequently flown as AX772 in RAF markings. After a



The decal sheet now includes the correct colours for 5F+CM. Each image is quite well printed, although the carrier film is quite prominent and very matt.

number of evaluation trials the aircraft was put in store in 1943, and unfortunately scrapped in about 1947. It is nice to note that the old 'Yellow C' offered on the decals has been corrected to the 'Black C' which is



The layout of parts. The whole kit comprises just forty-four pieces, and the crudity of the mouldings is visible even at this distance

clearly shown in period photographs of this machine, although the original box art (used on this re-issue) still depicts this machine as 'Yellow C'. The other option is a D operated by 8 Staffel, III Gruppe, Zerstörerguppe (ZG) 26 'Horst Wessel' from Trapani, Sicily in 1942.

Accuracy

What can I say, the kit is VERY inaccurate. It would be easier to say what is right with the kit, but for those who like to know these things. The fuselage is too thin and is also too short, the wing chord is too small and the nose profile is completely wrong (being too long and thin, as well as having the gun ports too far forward and being fitted with over-scale gun barrels). The fin and rudder assemblies are too small overall, as are the spinners. The propeller blades are too narrow and also the wrong diameter. Finally the canopy is too narrow and set far too far back on the fuselage,

plus all of the wheels are very inaccurate and much too small. Couple this with all the rivets, raised lines and a complete lack of detail and what do you have - a 1959 kit of course!

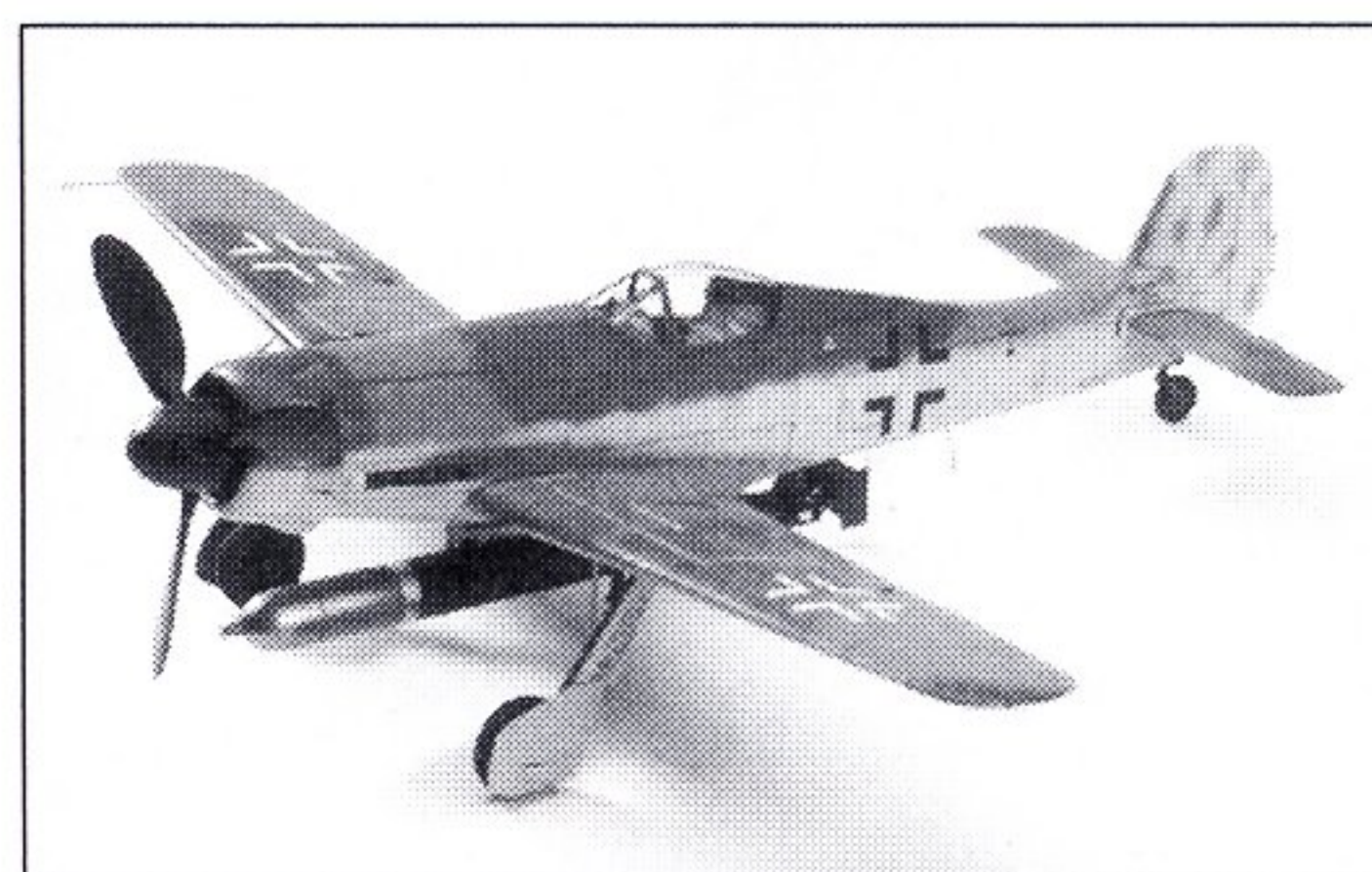
Conclusion

Why Airfix bother re-releasing kits like this I will never know. For me, and many others I am sure, it will bring back memories. But as far as I can see this type of kit will do little to encourage the new generation of model makers, and in many ways it may well put people off.

You will not be surprised to hear that I would not recommend this product to anyone, other than those of you who want a trip down memory lane, or those of you who have no intention of ever building the kit. Everyone else out there who wants a good Bf 110 should go elsewhere.

Our thanks to Airfix Ltd for the review sample.

Focke Wulf Fw 190D-12 'Torpedo Flugzeug'



The box art, unusually features a picture of a made-up model. This is because Dragon have no original Trimaster artwork to use, as that boxing also had a picture of the model on it, and also as the type was never operational, placing it in a believable operational scenario may be a little difficult (torpedoing shipping in about 1945?)

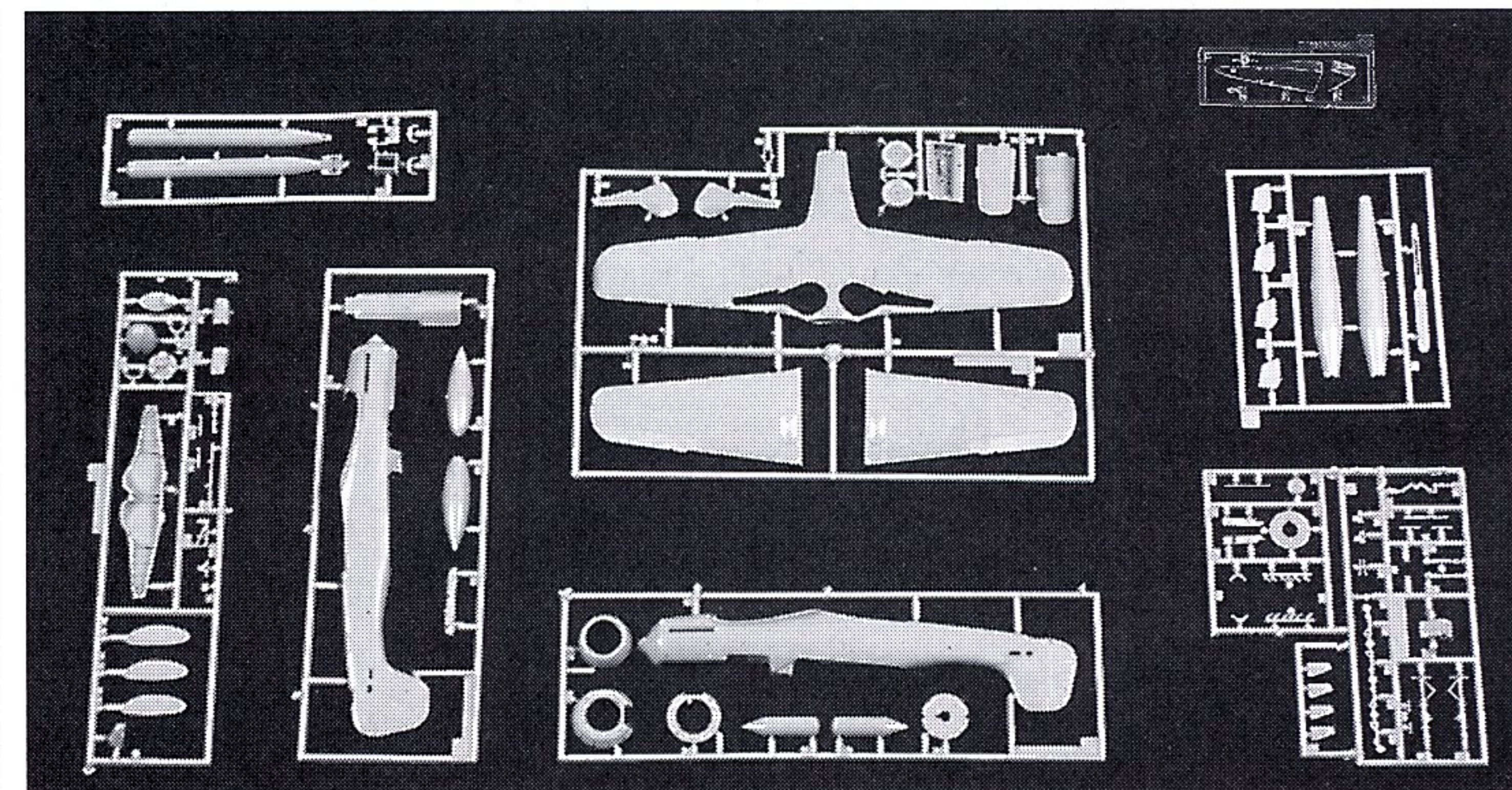
This is one of the very few ex-Trimaster kits which have not been reissued by Dragon. It is good to see this D-12/R-14 back, as the fitment of the BT bomb or torpedo make for an interesting subject.

The kit itself was revised by Dragon to no longer include any metal parts, which were in the original Trimaster kits. These parts were basically the undercarriage legs and seat, which are now included on sprue 'M'. The photo-etched parts in this, and all other Trimaster/Dragon kits, are stainless steel. This makes them difficult to bend and

you cannot make them more flexible by heating, as it has little effect. The only area to watch with any Trimaster/Dragon Fw 190 series kit is the wing leading edge to fuselage joint. The mating and gluing surface of the upper wing panels (Pt No's. A1 & A2) to the fuselage root fillets (Pt No's. C1 and D1) is very small and you will nearly always find a slight distortion of the parts in this area. Work carefully and use lots of tape and clamps and you should

Technical Data

Manufacturer: Dragon
Scale: 1/48th **Price:** £23.50
Origin: Trimaster (Japan)
Status: Re-issue, unchanged
Type: Injection Moulded Plastic & Etched Stainless Steel
Panel Lines: Engraved
Parts: Plastic 77, Etched 14, Clear 5
Manufacturer: Dragon Models Ltd., 603-609 Castle Peak Road, Kong Nam Industrial Building 10/F1, B-1, Tsuen Wan, New Territories, Hong Kong.
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
 Tel: 01442 261721 Fax: 01442 240647
Originally Released: 1989
Also Marketed by: Trimaster



The spread of parts from the kit is most impressive and the quality of the injection moulding is still good after nearly 10 years

survive with your sanity intact. Also watch the fitment of the upper cowling (Pt No. D), as this can lead to a step at the joint if you are not careful. Once again clamps should solve any troubles encountered here.

Colour Options

The D-12/R-14 with the BT bomb or torpedo was never used operationally, therefore the BT carrying version carries black and white RVD bands on the rear fuselage and a 'Yellow 12' on each fuselage

side, while the torpedo carrying example just carries national insignia and stencilling.

The colours quoted for each are via Gunze Sangyo, Mr. Color and Italeri (Model Master) paint ranges, although I suspect the overall scheme for each is RLM 75/81 over 76.

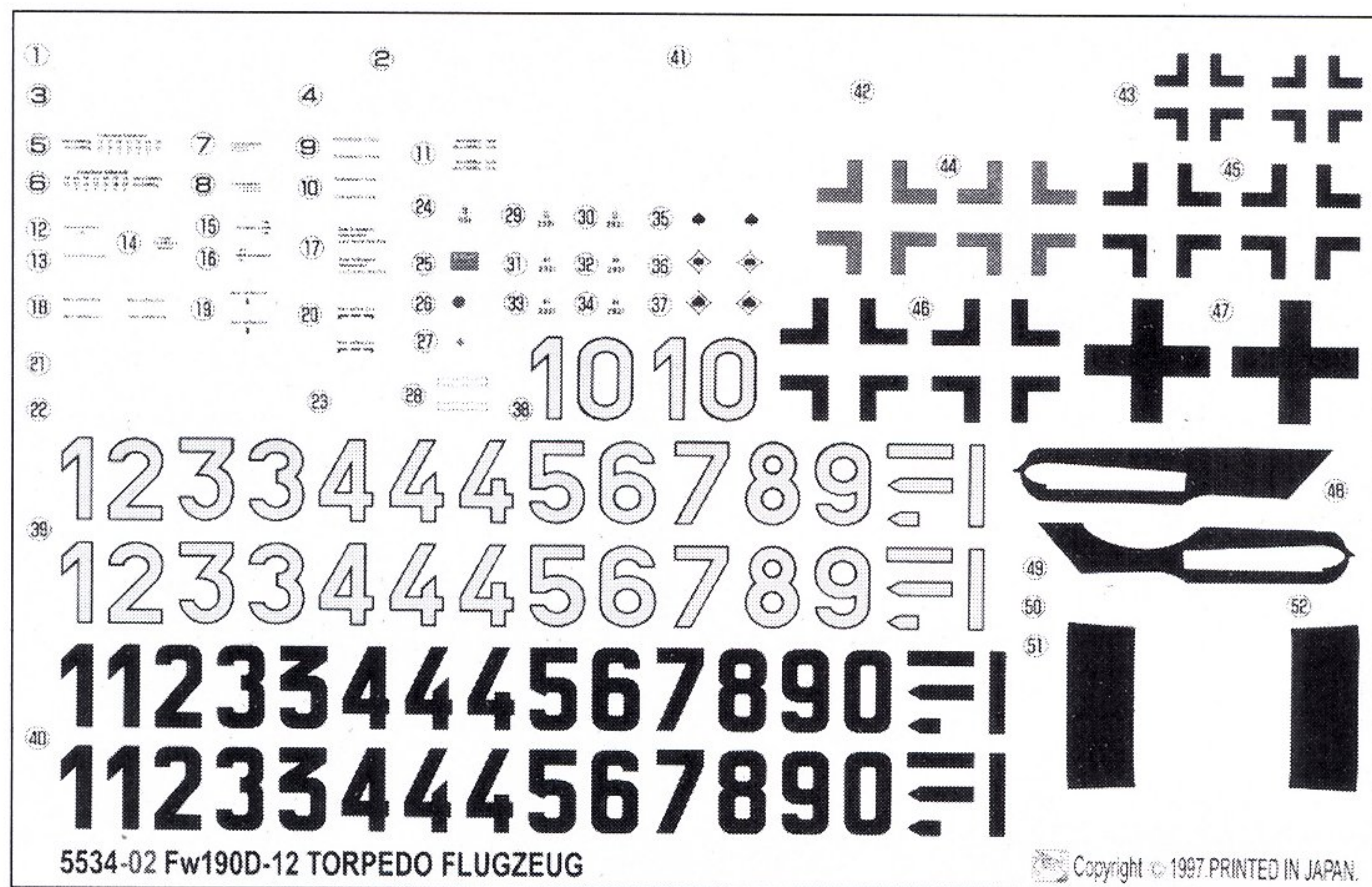
The decal sheet includes a complete set of stencilling, plus a full set (from 1 to 10) in both yellow and black and, of course, a full set of national crosses. No swastikas are included though, due to European laws which ban them.

Accuracy

The whole area of late war Fw 190D's is a minefield and it is only the foolhardy who will argue. I have heard many things said about the Trimaster range, but to date I still feel that they are the best game in town. You do indeed have the new Tamiya D-9, although even they tooled this incorrectly in the beginning and had to revise it for the second production run, but as far as any of the late series D's go, then the Trimaster ones are still worth having. As far as basic length and span dimensions go, this one is bang on the money.

Conclusion

I suspect I am preaching to the converted, but if you like the subject and scale and



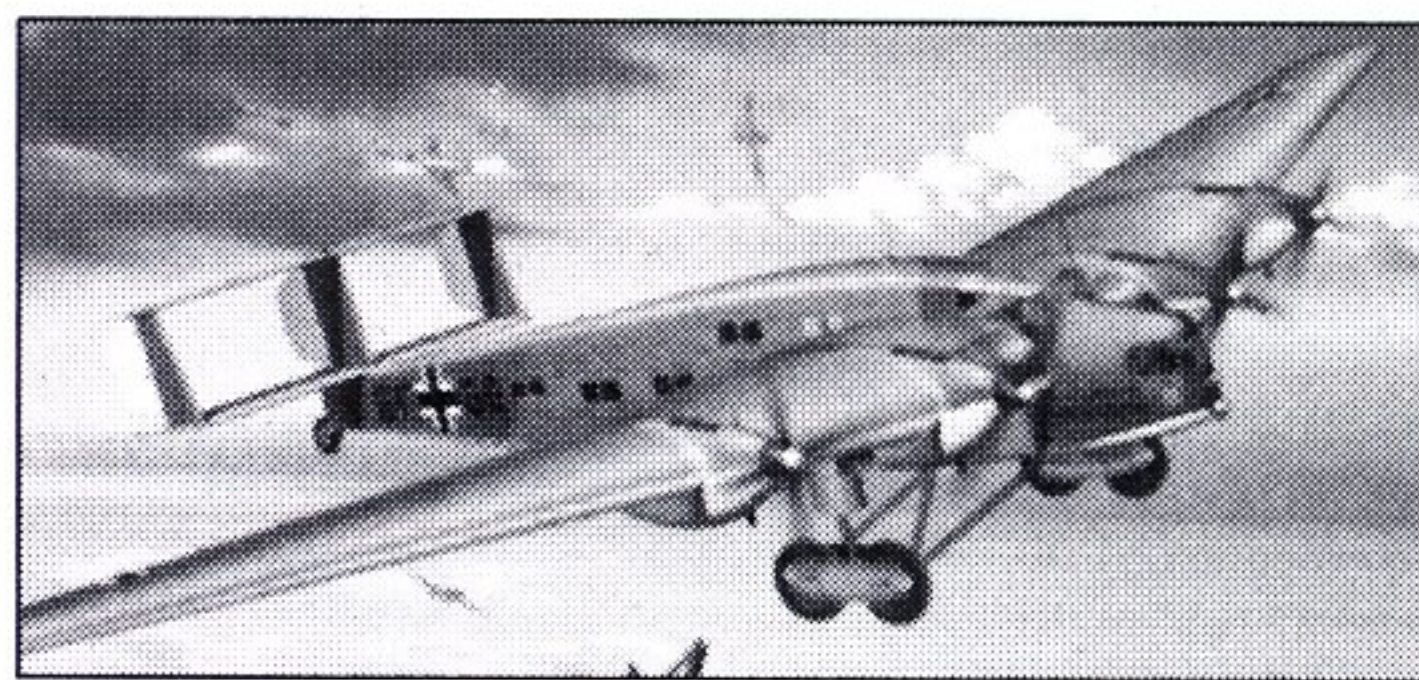
The decal sheet is large and comprehensive and will also allow you to stock up on Luftwaffe code numbers!

have experience with the most complex injection moulded kits out there, then this one will be no real problem to you. The quality of the mouldings is excellent with fine recessed details, my only hope is that Dragon have used a softer plastic this time, as their usual type is prone to damage and can easily snap. It is interesting to note that the safety notice included with this kit is marked with the Italeri logo, therefore confirming their new tie-in with this Italian firm (Italeri are releasing the D-9 kit from this source during 1998).

Overall it is good to see the D-12 back once again and I for one will have a dozen!

The review sample was supplied by Richard Kohnstam Ltd.

Junkers G-38 Military Transporter



The excellent new box art

Technical Data

Manufacturer: Revell
Scale: 1/144th **Price:** £12.95
Status: Re-issue with new decals
Type: Injection Moulded Plastic
Surface Detail: Raised
Parts: Plastic 56, Clear 23
UK Importer: Revell, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110
Originally Released: 1996
Also Marketed by: N/A

This version of the giant G.38 is now offered in Luftwaffe markings and unlike the previous issue, the parts come moulded in the familiar Revell® dark green plastic.

The original issue of this kit was covered in Paul Gold's review of October 1996 (See Vol 2 Iss 10 Page 600), so I will try not to cover all the same ground again. As Paul pointed out only two G.38's were ever built and the first was destroyed in a crash at Dessau in 1936, the other however went on to serve with the Luftwaffe as a transport until destroyed by allied bombing at Athens in late 1940. This kit therefore depicts that machine, which became GF+GG in Luftwaffe service.

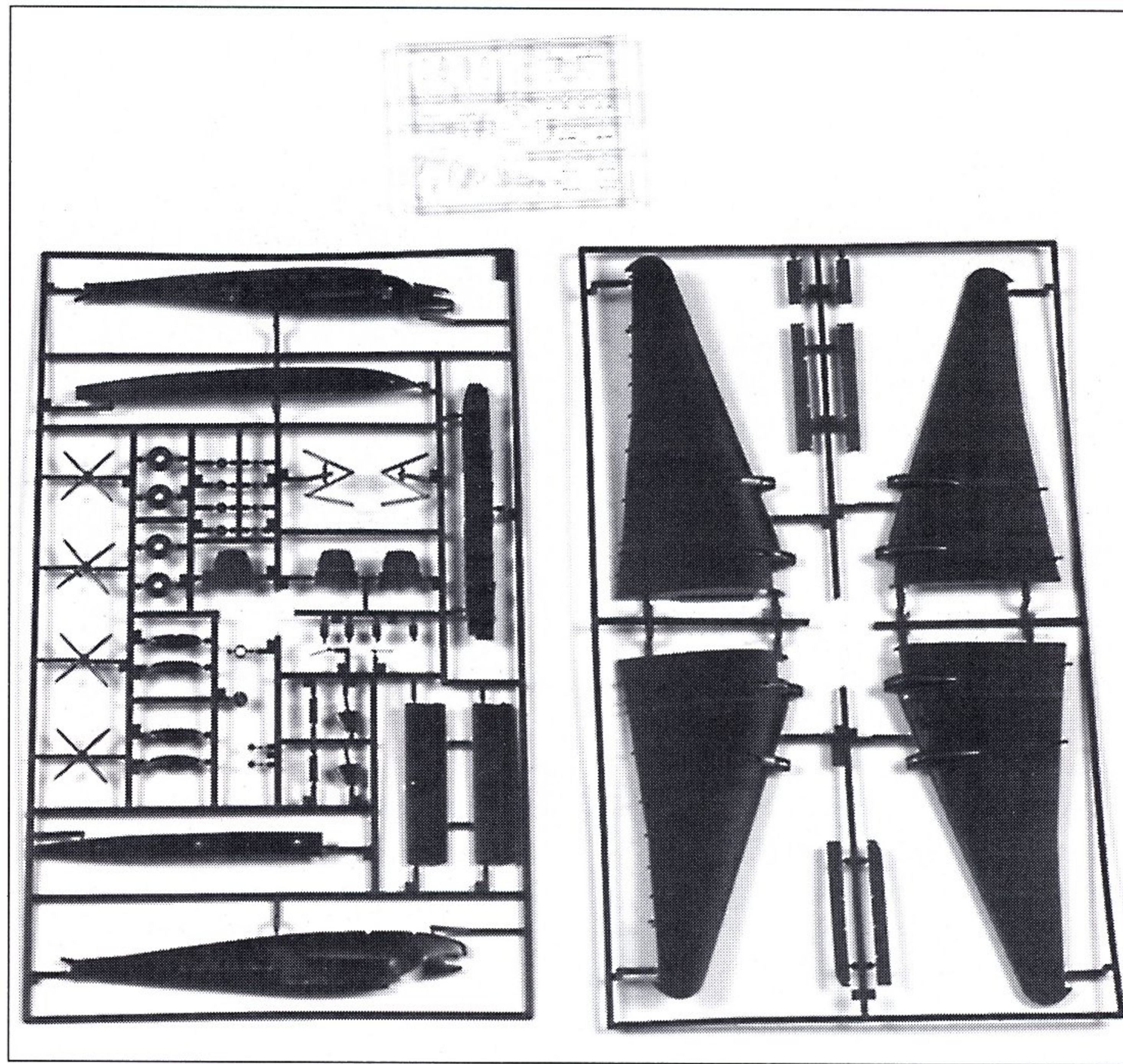
Assembly of this kit should be identical to the earlier issue, as no alterations have been made to the tooling. Areas to watch for include the fit forward of the canopy, which is thankfully not corrugated and therefore can be filled and sanded smooth. The tail assembly is complex, and as Paul said it is a good idea to jig this assembly while the glue sets. The only real problem area is the undercarriage. Because of the ground stance of this big machine, the undercarriage is set at an angle (forward) and if you do not get things right, the front wheels of each set will be left sticking up in the air. Paul got around this by placing

the model on a flat surface and using superglue to fix the undercarriage units at the correct angle.

Colour Options

Even though you are only dealing with the sole remaining example of the type, Revell® have still given you two colour options, which are completely different. Both sets of markings are for operations in which the G.38 was used. The first depicts GF+GG in a civil style scheme, with silver overall and the engines and sections across the wing behind each engine in black (as per the original issue). By this time the machine had Luftwaffe national insignia applied, although no swastikas are included for the vertical fins. This machine was operated by II./Kampfgruppe z.b.V.107 in April 1940 during 'Operation Weserübung'.

The second option is for the G38 in camouflage, during October 1940, while still operated by the same squadron. By this time the machine was RLM 70/71 in a splinter pattern over RLM 65, with the elevators and rudders painted RLM 21. Unlike the previous option which only has 'G' under each wing, by this time the



The layout of parts. The quality of the new-generation Revell® tooling is very evident

on the painting guide does show that during May 1941, this machine took part in 'Operation Merkur' and at this time it had the elevators and rudders painted RLM 04 (Yellow), so for all intents and

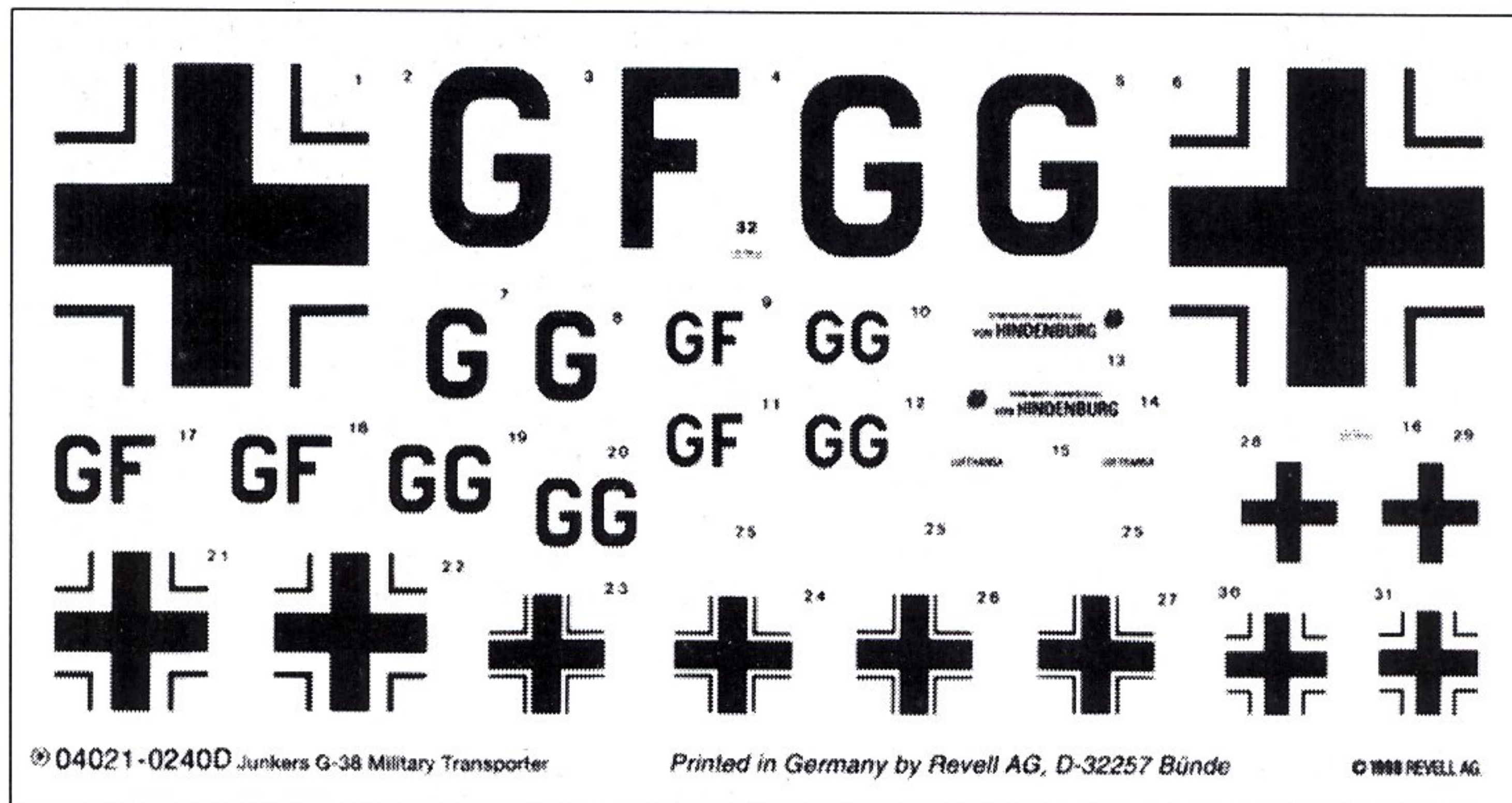
with a G38, as its span was 144'. The kit you will be pleased to hear therefore has a span of 1', making it bang on. The length was 76', which would equate to 6.3' in this scale. The kit however is 6.5' long, making it approx 2.4' too long in scale.

Paul had pointed out that the aerial mast above the cockpit was missing in the original kit and that the wheel covers were too large. These points have not been corrected for this issue and in Luftwaffe service the aircraft had three aerial masts fitted to the dorsal fuselage spine. These are not in the kit, although their size and location are indicated on the painting guide

Conclusion

Even taking into consideration the few small points made above, this kit is still excellent, with good fitting parts, lots of detail and excellent decals. Now in its Luftwaffe markings I am sure that all 1/144th scale modellers will want to add this to their collection and the kit is still highly recommended to all.

Our thanks to Revell® Binney & Smith (Europe) Ltd for the review sample.



The decal sheet is of good quality with only slight amounts of carrier film visible. Each image has a matt finish

machine carried its full codes under the wings; 'GF' under the port and 'GG' under the starboard.

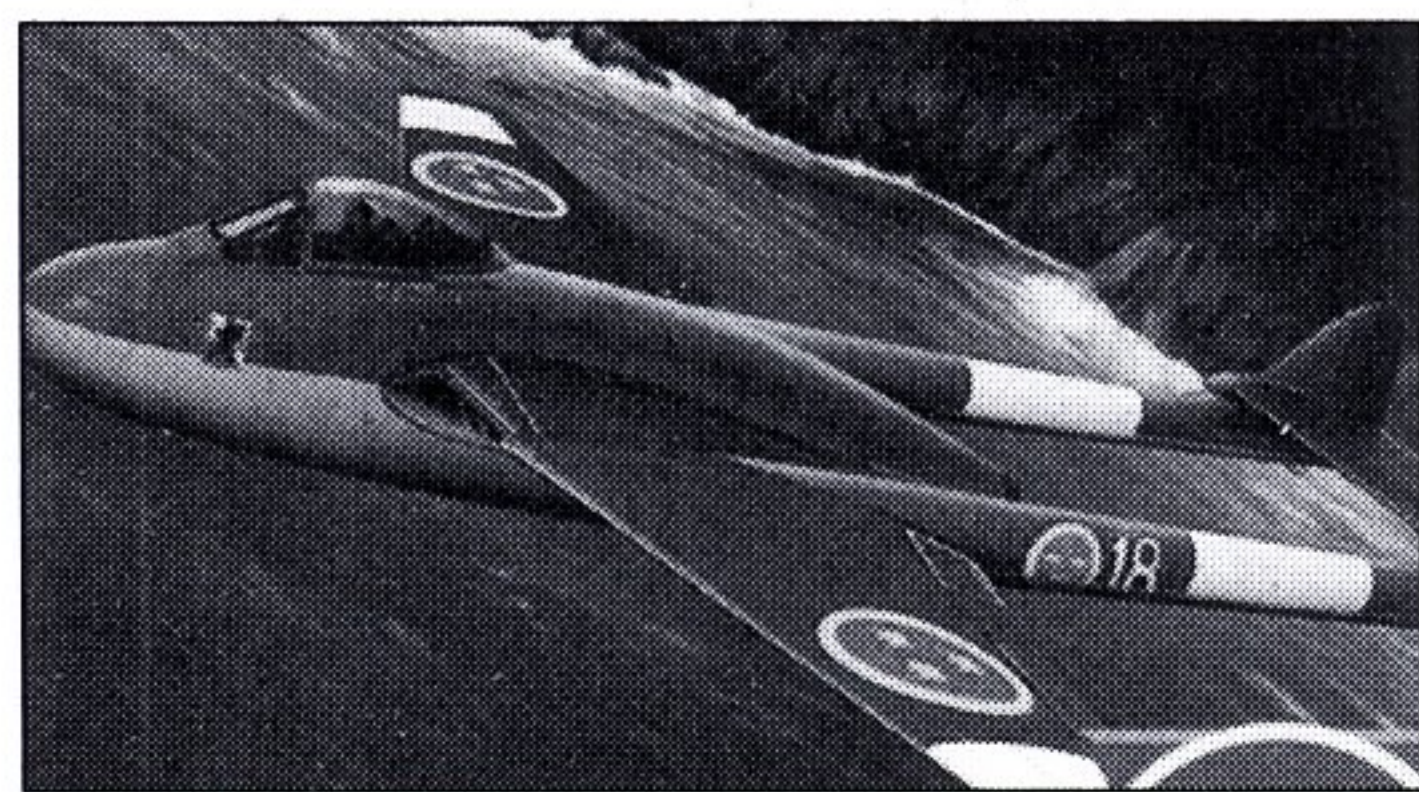
Now I have said there are only two options for this machine, however a sketch

purposes, there are actually three options in the kit.

Accuracy

Being in 1/144th scale could not be easier

De Havilland Vampire FB.5/J.28B



The new box art

Technical Data

Manufacturer: Airfix
Scale: 1/72nd **Price:** £5.49
Origin: Heller (France)
Type: Injection Moulded Plastic
Panel Lines: Raised
Manufacturer: Airfix, Marfleet, Hull, North Humberside. HU9 5NE
 Tel: 01482 701191
Also Marketed by: Heller

This kit originates from the Heller tooling of the FB.5, however that tooling was changed into the Mistral version and the revisions made were irreversible. This latest boxing therefore actually offers a French Mistral with the enlarged intakes, and not an FB.5 as stated on the box.

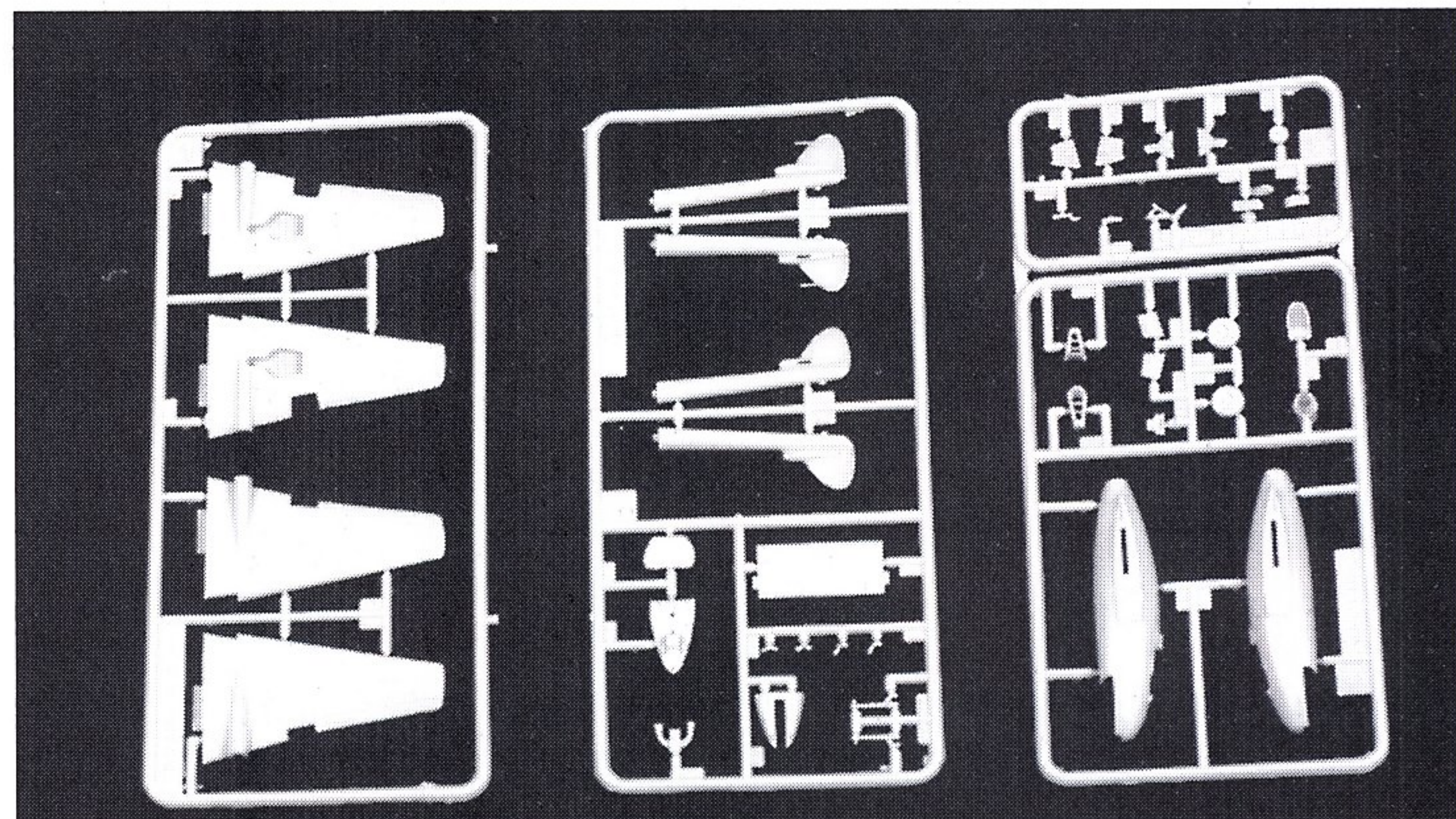
The kit itself is typically Heller, being crisply moulded with a reasonable amount of detail. The cockpit interior comprises a floor, control column, seat, headrest, rear bulkhead and instrument panel. Even though the instrument panel in the kit includes raised details, there is also a decal for it on the decal sheet. The undercarriage doors have nice detail, as do the wheels, but each bay just has a single rib as detail, although they are quite commendably deep.

A nice thing to see in this kit is the packaging separately of the clear sprue.

This is very welcome and I hope Airfix take note of this little detail from Heller with their own toolings in future. The clear parts themselves however are quite thick and a little opaque.

Colour Options

There are two in this kit, one RAF and one Swedish. The RAF example is a No.112 Sqn. machine, WA235, operated by the squadron in 1952 at Jever, Germany. This machine is obviously Ocean Grey and Dark Grey over Medium Sea Grey and it carries a sharkmouth. I must say that I thought this squadron operated overall silver machines whilst in Germany? It is good to see that the correct black sharkmouth



The small number of parts does not detract from the overall finesse of the Heller tooling

be red, as this style of marking was only carried by No.112 Sqn. machines for about a month in 1951.

based at Satenäs, Sweden. This machine is Olive Green over a Light Grey with a red nose door.

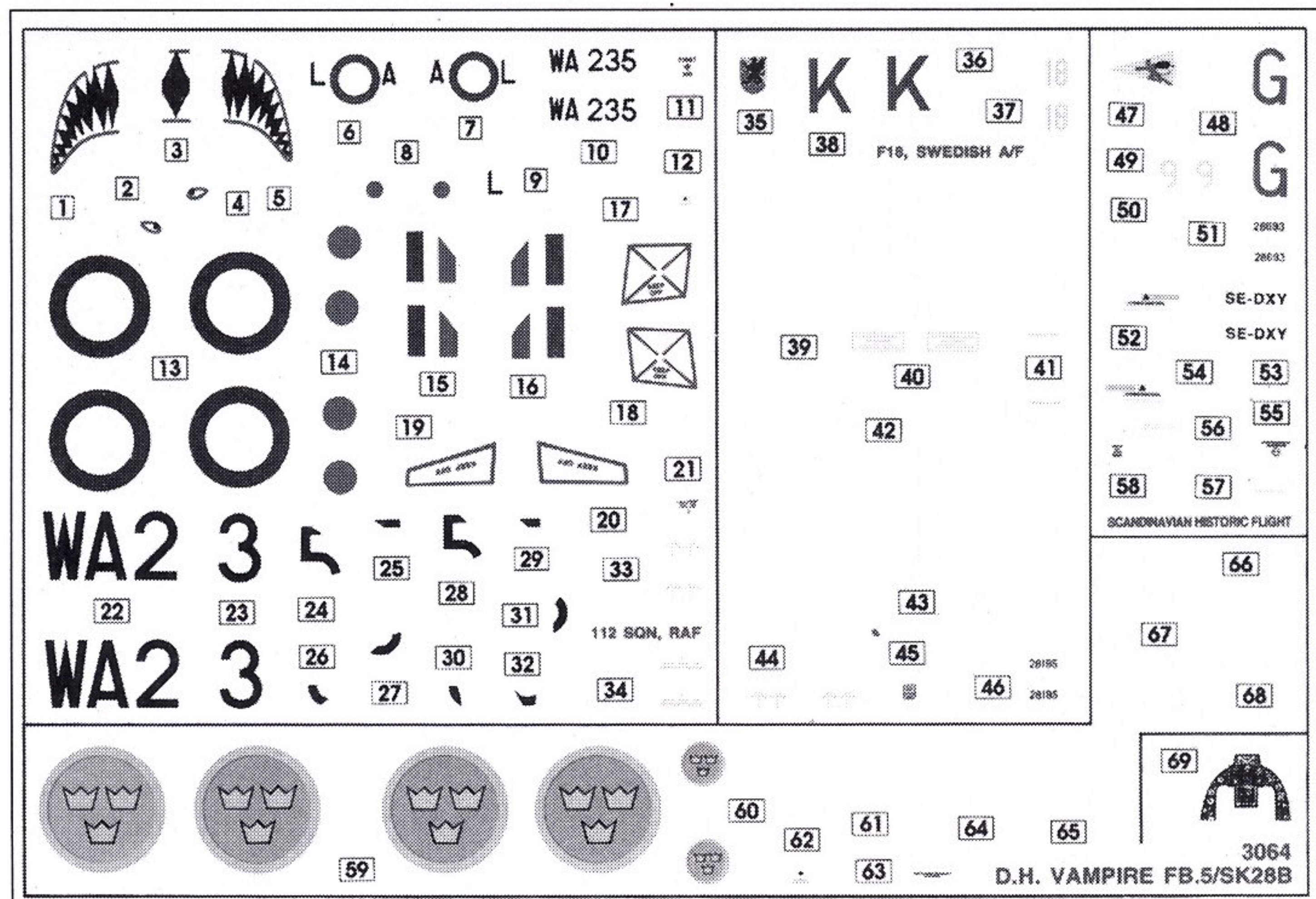
Accuracy

As far as a Mistral goes this kit has always been a good one. The overall length is quite acceptable and the wing span is spot on. There are no real areas which will cause any concern, except that you really cannot make an FB.5 out of this kit as it stands.

Conclusion.

I am always pleased to see Heller kits back on the market, especially those of this quality and finesse. They always seem to go together with little fuss and are therefore enjoyable to make, which is what this hobby is all about. I am sure that this type of model would encourage new modellers to have a go at another, so I am all for its re-issue. However I must say that I think it is a bit of a shame that Airfix did not admit to the mould alterations and just issue this as a Mistral.

Our thanks to Airfix Ltd for the review sample.

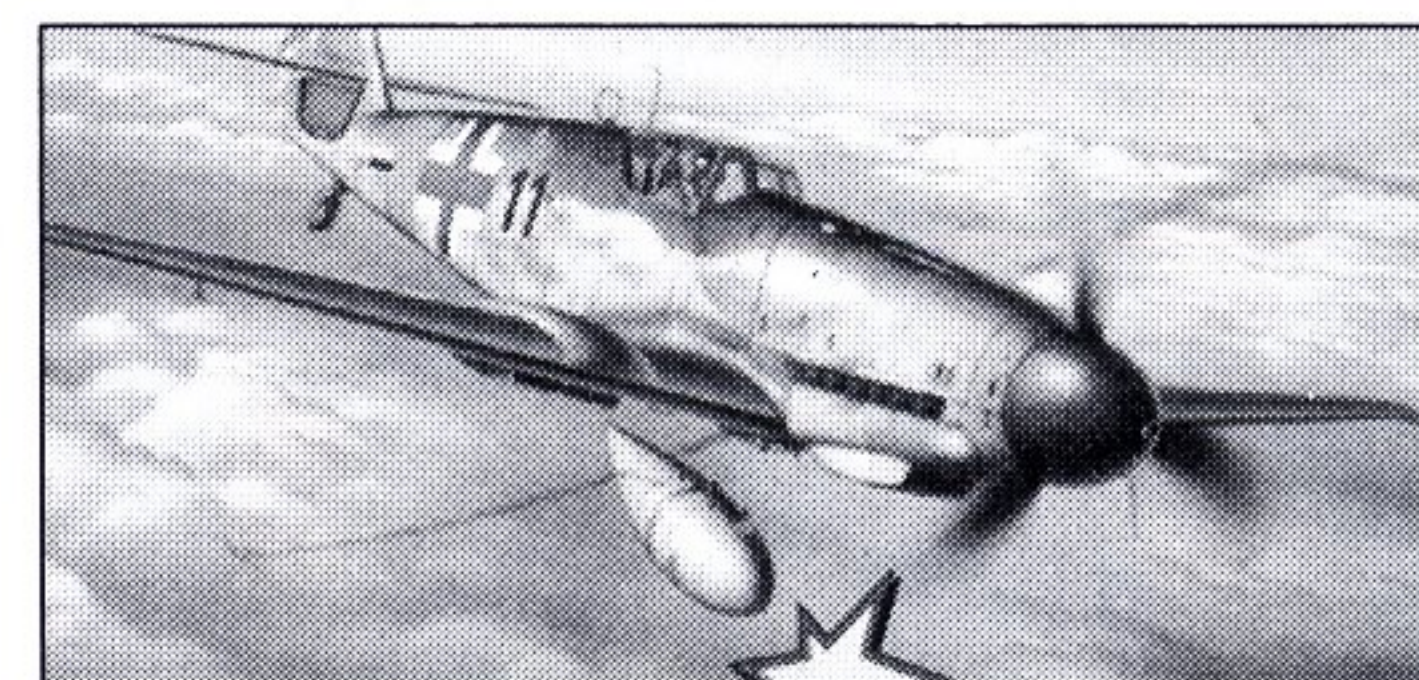


The decal sheet with this new release includes a mass of stencilling and even a decal for the instrument panel

with white teeth and a red surround included, so do not complain about this if you think the interior of the mouth should

The other option in the set is for the FB.5 (J.28B) which is currently operated by the Scandinavian Historic Flight

Messerschmitt Bf 109G-10



The new box art

Technical Data

Manufacturer: Revell
Scale: 1/48th **Price:** £7.95
Status: Re-issue with new decals
Type: Injection Moulded Plastic
Panel Lines: Engraved
Parts: Plastic 36, Clear 4
UK Importer: Revell, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110
Originally Released: 1979
Also Marketed by: Monogram

This kit has masqueraded as everything from a G-6 to a K-4 in the last 19 years, but the mouldings actually reflect the G-10 version. This latest re-issue, after the kit has been under the Monogram label for a while, is injected in a light grey plastic. The panel lines are quite deep in this scale and

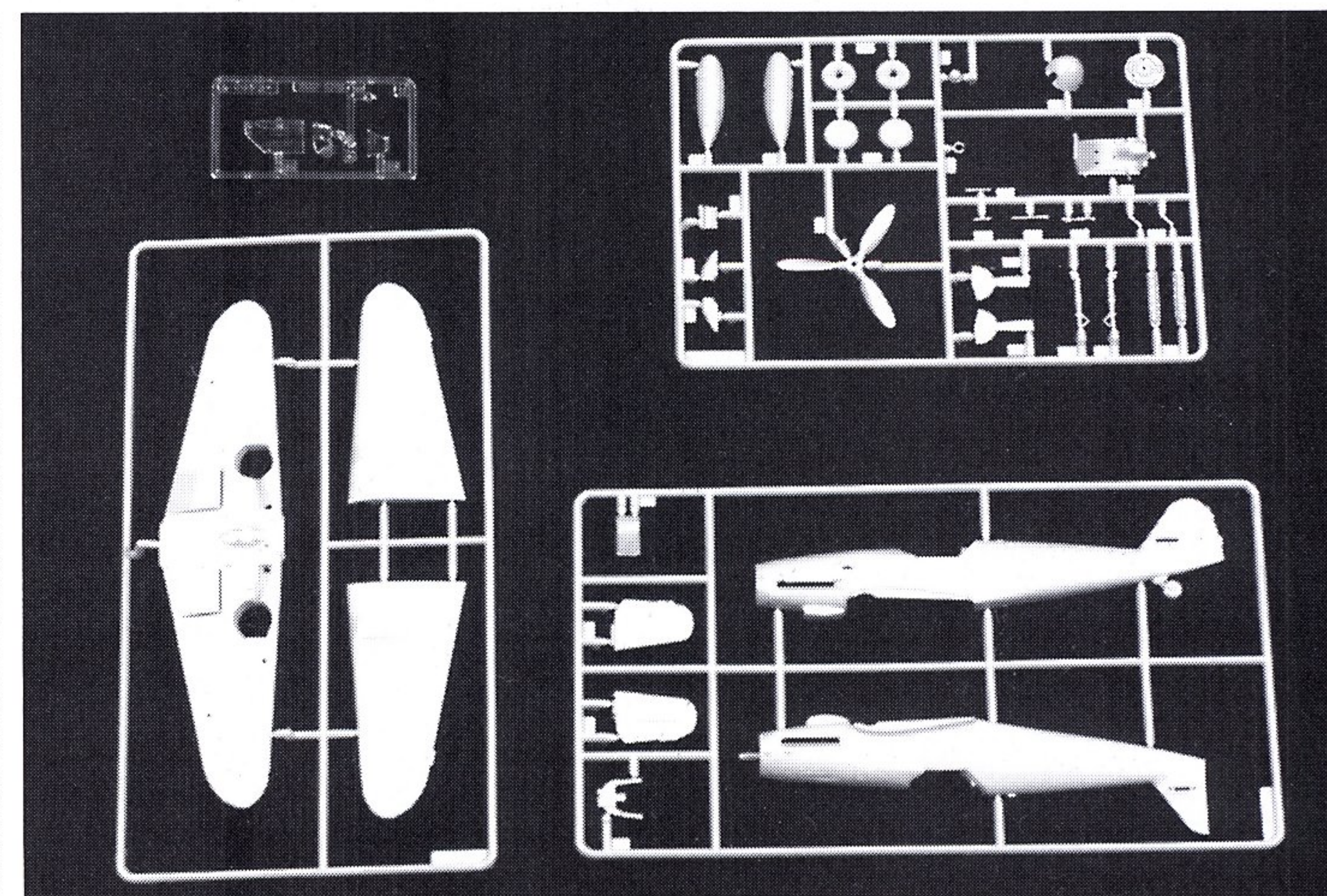
all rivet detail etc is raised. The cockpit interior includes floor with rear bulkhead, seat, control column, instrument panel, and in clear, the Revi gun sight.

A nice drop tank is included, but the carrier for it is moulded onto the lower wing half. A 'Galland' style canopy with separate armoured glass headrest is included. These parts are commendably clear, but are unfortunately packed loose with all the main sprues in a single bag.

Colour Options

There are two options included in this latest issue. The first is a machine operated by II./JG 27 from Schleswig-Holstein in March 1945. This machine is coded 'Black 11' and the instructions would have you apply the red RVD band (decal 24), while the box art and side photos clearly show that option with a green band (decal 36), which the instructions have applied to the other options? Confused, well JG 27 did have the green RVD band, so ignore the instructions and apply decal 36 to the first option.

The second option is 'White 9' operated



The layout of parts. Although not a great number of components, the kit still makes up into a good rendition of the G-10.

by III./JG 1 in November 1944. This machine is the now-famous overall RLM 76 machine and as stated above, the RVD band on the instructions is incorrect, so if you do this option apply the red band (decal No. 24).

The decals with this kit are very well printed and nice and glossy with only small amounts of carrier film. The fuselage crosses on the first option have the centres

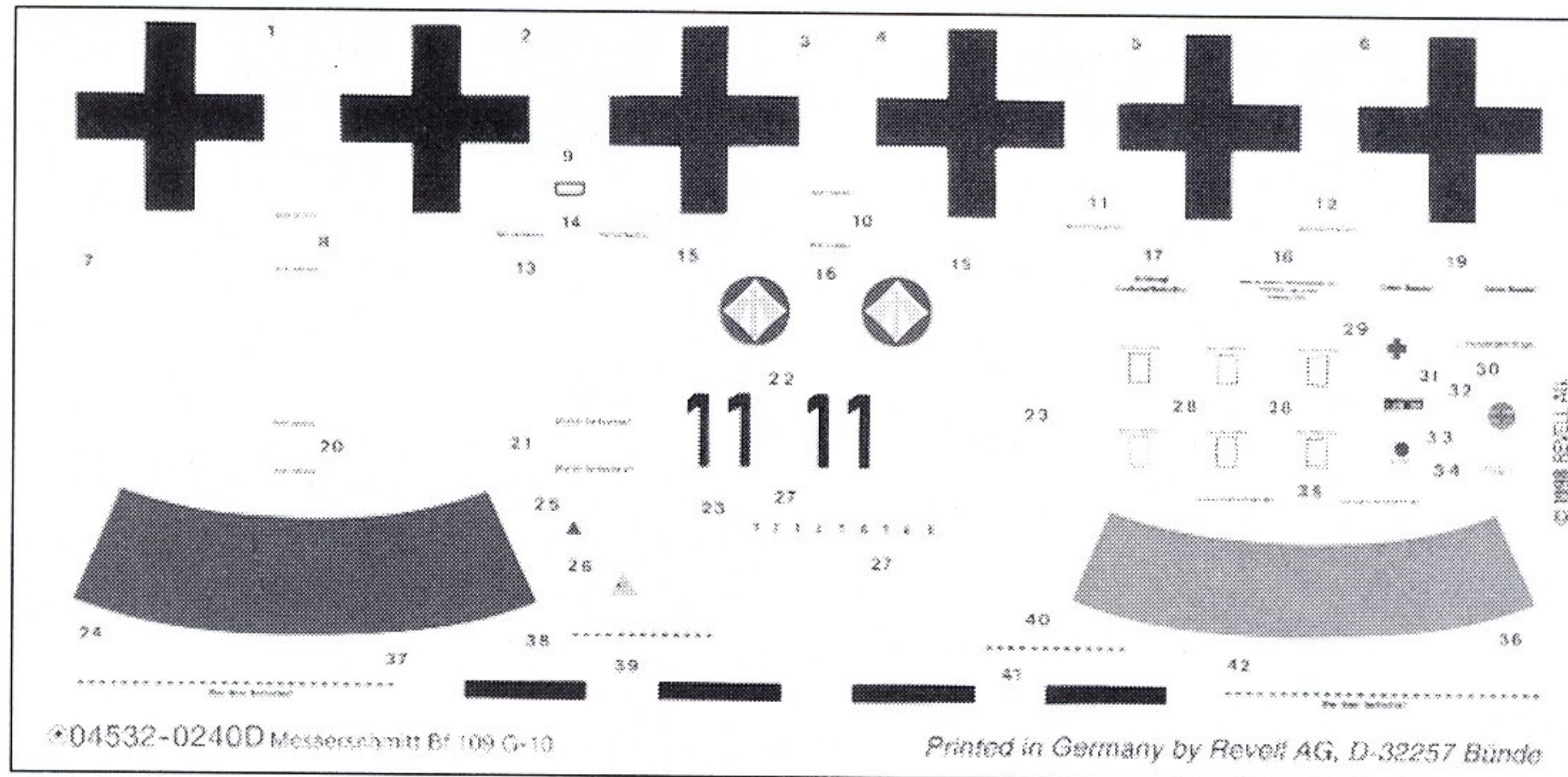
painted in what I suspect is RLM 81, although you may have difficulty matching this to your own preferred RLM 81. Strangely, the lower wing crosses of the second option are also in this colour, without borders, and I for one would have expected these to be either the plain border-only style, or black with white surround (as per the first option). A little bit more research on this option may be

required before you apply any decals.

The decal sheet also includes a full set of stencilling, although no swastikas and it was noted that the 'Black 11' markings were out of register, as were the black bars for each.

Accuracy

Although surpassed by the new generation of kits from the likes of Fujimi and Hasegawa, this late series G-10 is still considered as one of the most accurate, and at just £8, it is half the price of the others mentioned. The kit itself depicts what many call the Bf 109G-10/B, although no-such designation was ever applied to the type by the Luftwaffe. What you have is a G-10 with a high wooden tail



The excellent new decal sheet with two options

and the wide bulges over the wings for the wider main wheels. The only inaccuracies with this kit are the wing span which is

slightly too long and the wheels which are a bit crude and could really do with replacing. Other than that, and maybe the

need to replace the canopy (a personal preference), the kit makes into a nice wooden-tailed G-10.

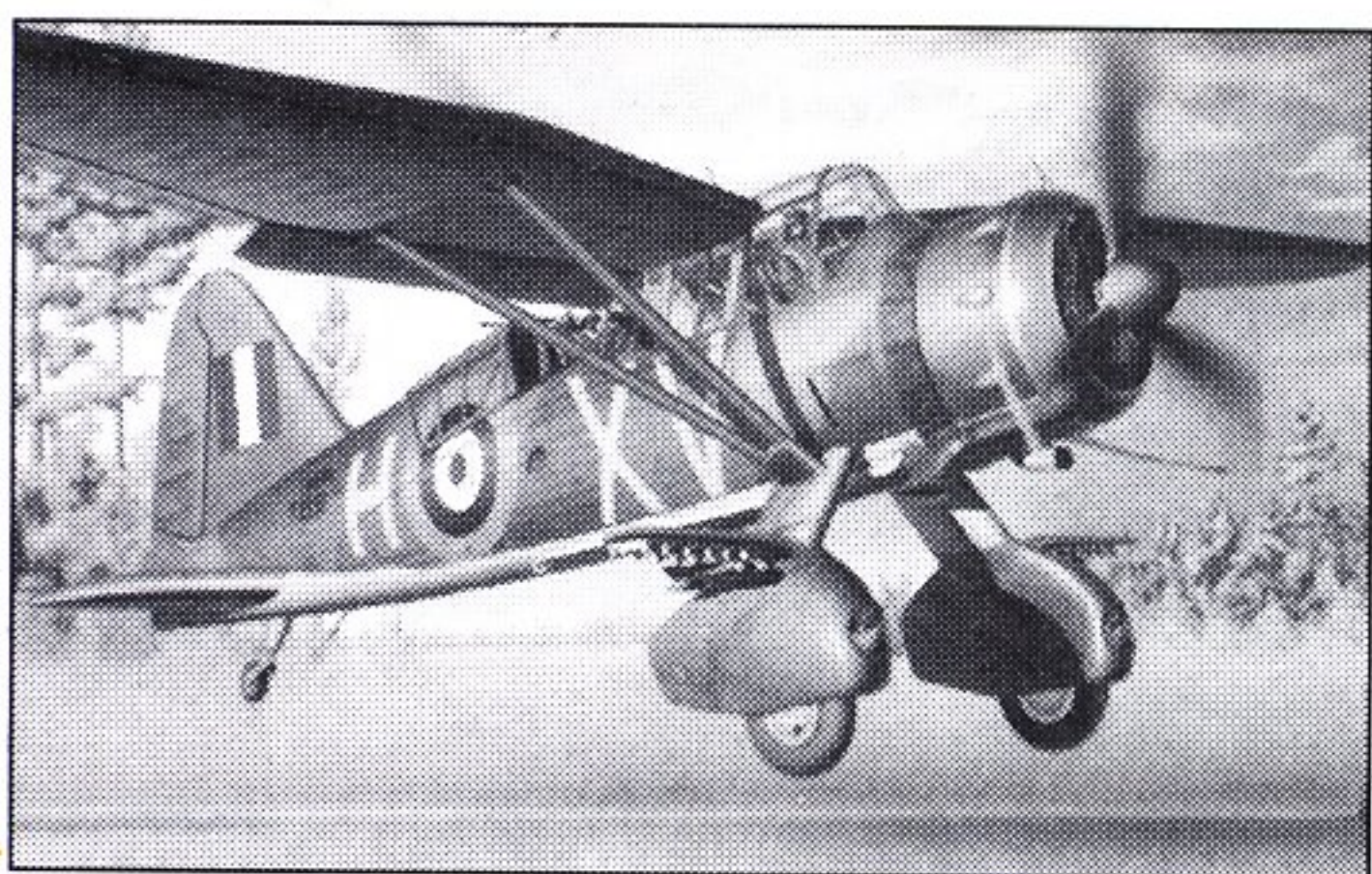
Conclusion

As I have already indicated this kit makes into a good G-10 and is very reasonably priced. The level of detail although not great, can be easily enhanced with the addition of aftermarket sets (there are a number for the late G series Bf 109s), or with a little scratchbuilding. If you want a G-10 in the collection and don't want to pay nearly £18 for it, then this re-issue from Revell® is just what you want.

Highly recommended to all

Our thanks to Revell® Binney & Smith (Europe) Ltd for the review sample.

Westland Lysander Mk I/III



The new box art is very eye-catching

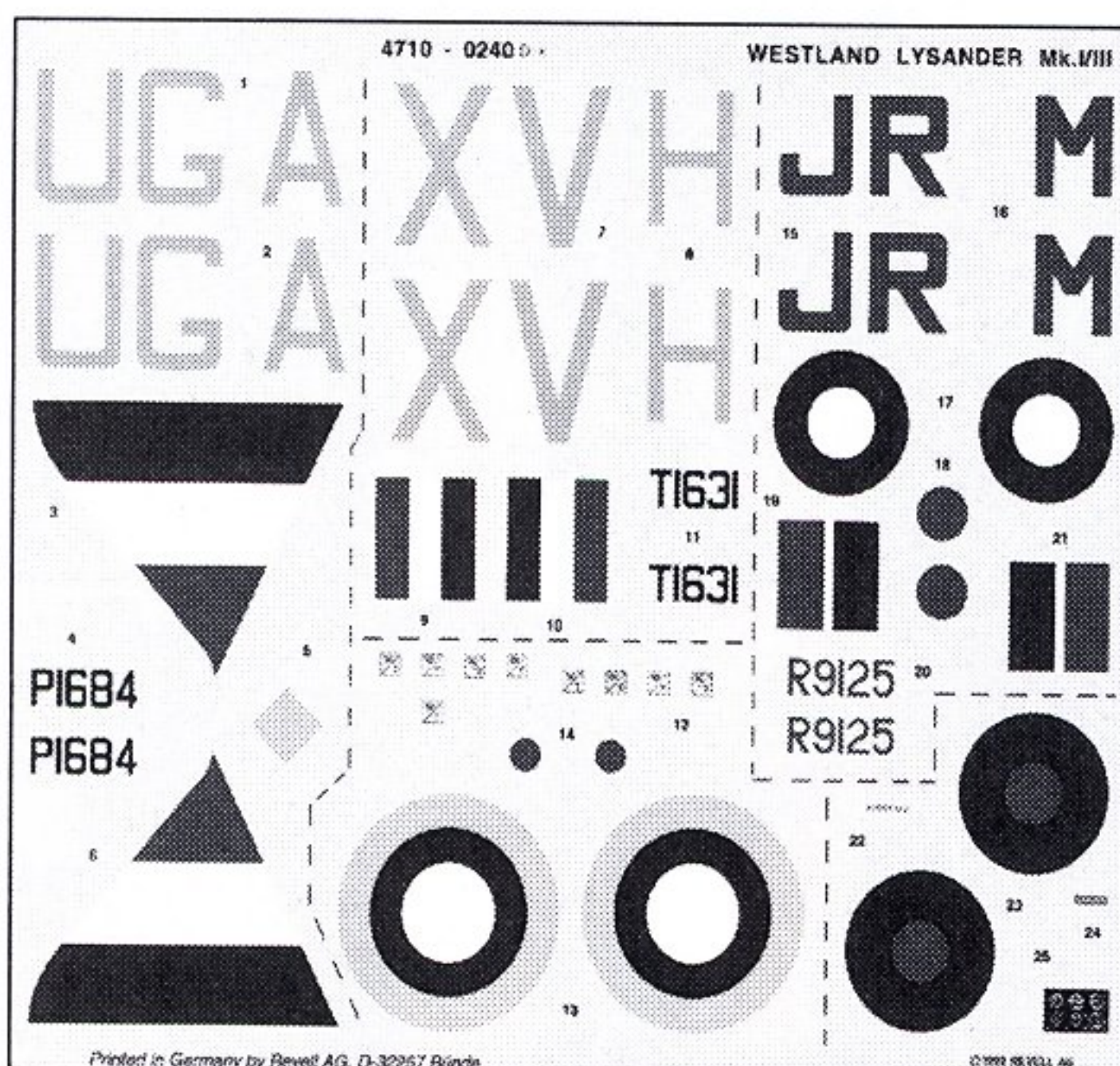
Technical Data

Manufacturer: Revell
Scale: 1/32nd Price: £14.95
Origin: Matchbox (UK)
Status: Re-issue with new decals
Type: Injection Moulded Plastic
Panel Lines: Engraved
Parts: Plastic 125, Clear 15
Decal Options: 3
UK Importer: Revell, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS Tel: 01234 360201 Fax: 01234 342110
Originally Released: 1979
Also Marketed by: Matchbox

updates and we may well even see some resin and etched detail sets for this kit now it is available once again.

Colour Options

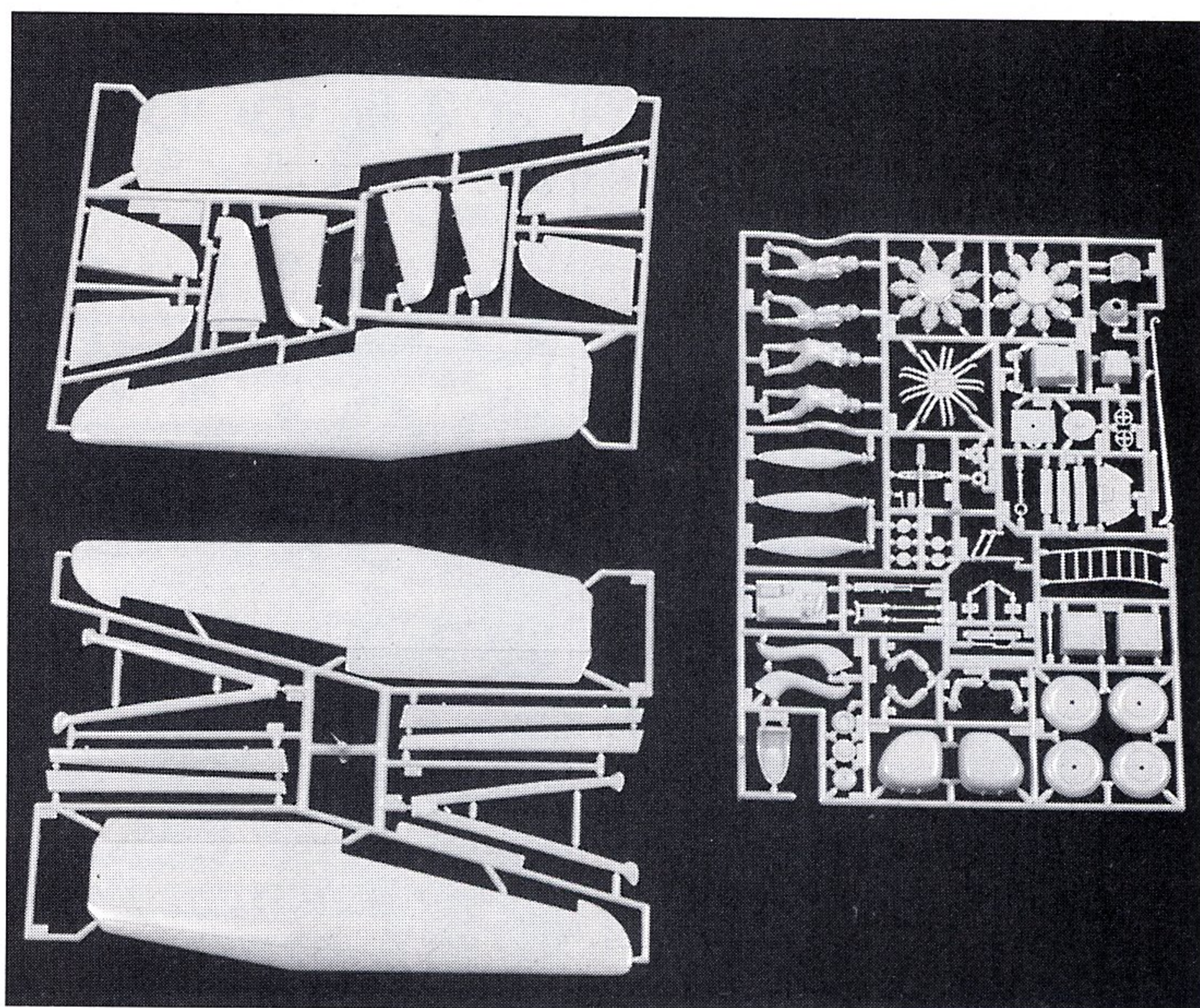
There are three options included in this issue. The first is a Mk I operated by No.16Sqn. (Army Co-Operation) in Cambridge in August 1940. This machine, coded UG•A, is in a Dark Earth and Dark Green over Sky scheme with the large flashes which cover the entire vertical fin assembly. The next option is a Mk III of No.2 (Army Co-Operation) Sqn. based at RAF Sawbridgeworth in the summer of 1941. This machine is in the same scheme as the previous option, but only has small fin flashes. The final option is for a Special Duties Mk III, which was operated by No.161 Sqn. at RAF Tempsford in late 1944. This machine is Ocean Grey and Dark Green over black and the type carries the access ladder on the port side and Special Operations pod under the fuselage centreline.



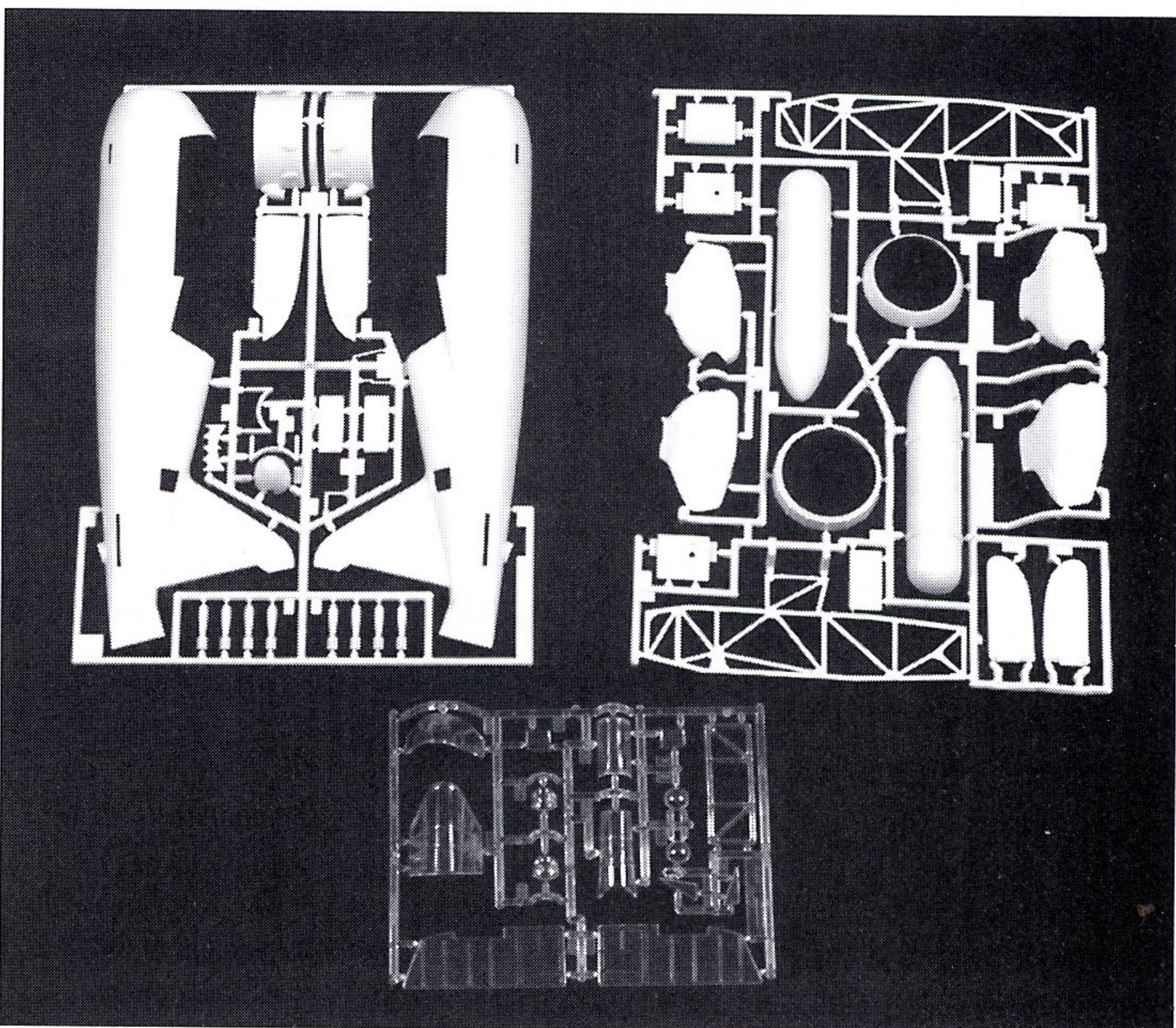
The new decal sheet is large and well printed. All the images are matt and quite large areas of carrier will have to be removed.

Accuracy

In this big scale it is best to just look at the overall dimensions. Loosely assembled the kit scales out to the real aircraft's dimensions, with a span of 47.6cm and a length of 29.2cm. These correspond well to the real dimensions of span 15.24m (50') and length 9.29m (30' 6"). As far as detailed accuracy goes the kit captures the overall shape and look of the type well, but additional detailing will pay dividends



The layout of the parts. The sheer size of the type in this scale can be appreciated.



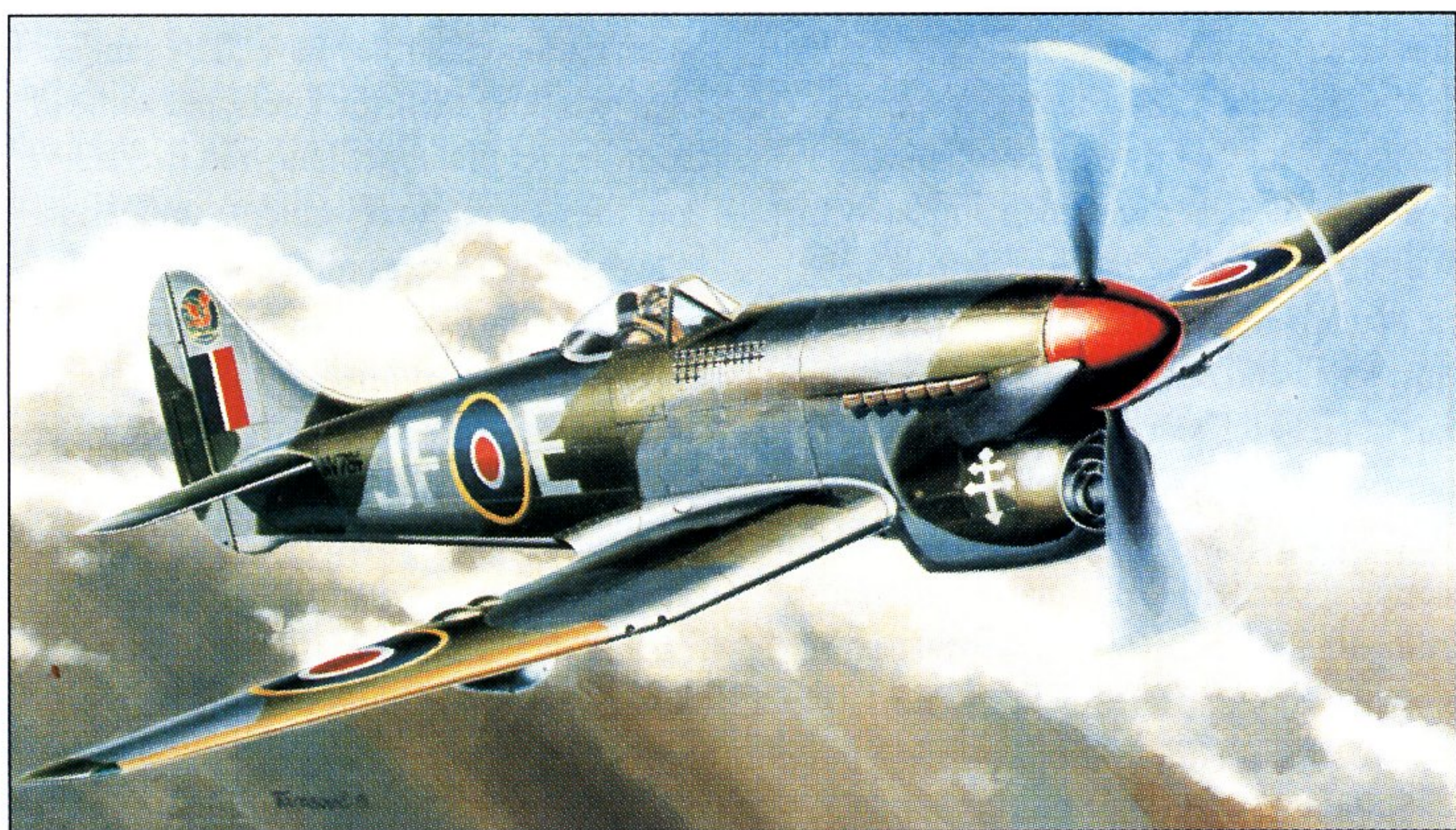
in this large scale.

Conclusion

As I said at the start it is great to have this kit back once again. I am sure the younger modellers making this kit will be impressed with the sheer size of it straight from the box and this is a good thing.

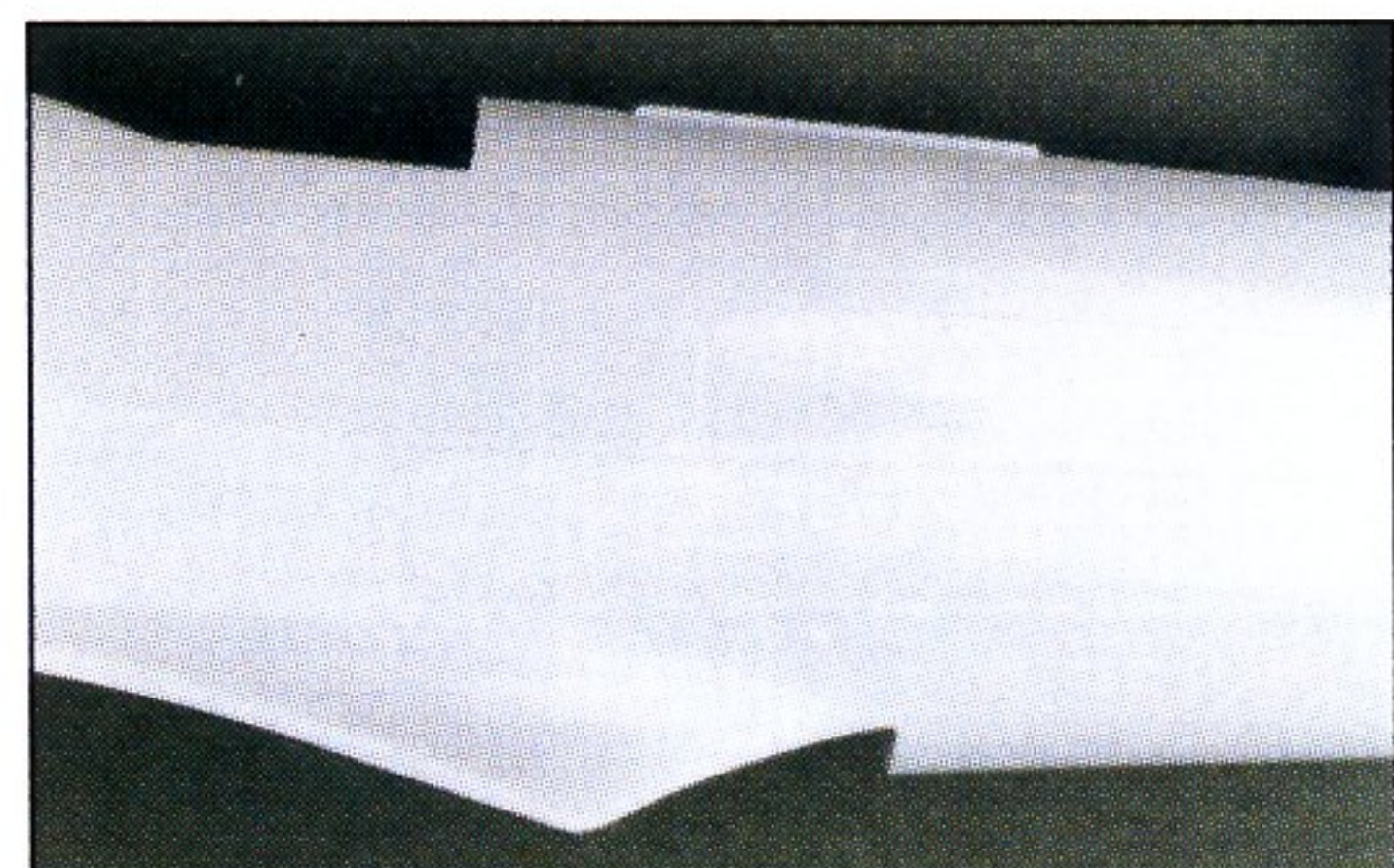
Assembly of any Matchbox kit is not complex, and their big scale kits were no different, so I can heartily recommend this kit to all skill levels and I can imagine what this kit could be made to look like with a little additional work.

Our thanks to Revell®, Binney & Smith (Europe) Ltd for the review sample



Consider an old-fashioned wing of constant chord, sort of letter-box shaped, like an Avro 504 or S.E.5. If you asked an aeronautical engineer to sketch out on this planform the area of most effective lift, and to black out those areas that created more drag than lift, do you know what you'd end up with? An asymmetric elliptical form closely resembling the wing planform of the Spitfire. (Or the He 112, or the Aichi D3A1, depending where in the world you were.)

During 1941 the prototype Hawker Typhoons were encountering a situation where the 2,000hp engine was capable of taking the aircraft even faster than its already remarkable 400mph+ but the air just wasn't getting out of the way fast enough. In an effort to make the airframe more slippery Hawkers completely



The kit has a high level of finish

redesigned the Typhoon's massive wing to incorporate this optimum lift and drag planform plus the laminar flow sections that were proving to be so effective in what was at the time the NA-73X, later to become the P-51 Mustang. The new wing was attached to a normal Typhoon airframe and the result dubbed the Typhoon Mk II. Further testing led to an enlarged tailplane and fin to improve stability, a longer nose carrying a fuel tank to replace the wing tanks that were lost from the Typhoon, and improved control surfaces to control the aircraft at these unprecedented speeds. Hawkers realised that they had created an almost completely new fighter aircraft.

Dubbed Tempest, the aircraft was phenomenal by any yardstick. Fifty-odd

years after the event researchers have to rely upon published accounts and recorded data, but it seems to me that the Tempest was the best piston engined fighter ever produced. It was fully manoeuvrable at speeds well in excess of 500 mph while contemporary aircraft (with the significant exception of the jets) would have their controls lock up at far lower speeds and carry on in a straight line to oblivion. Records show that by accelerating with full emergency power in level flight the Tempest could reach over 490 mph. The vaunted Mustang had longer legs but could be out-run by the Tempest, and in capable hands the Tempest would out-fly the P-51, while even the Me 262 on occasion fell to Tempests' guns. Its naval partner, the Sea Fury, gained an enviable reputation after the war's end, up to and including Korea when a certain RN Lt. Carmichael gave a MiG driver a very nasty shock.

Alas, the Tempest did turn up at the very 'dawn of the jet age' and only a few months after the war's end these impressive fighters were considered passé and were to be found as target tugs and squadron hacks. It was the right aircraft at the right time, particularly with regard to the V1 offensive, and it had an outstanding career as a train buster, yet its life was intensely bright but very short.

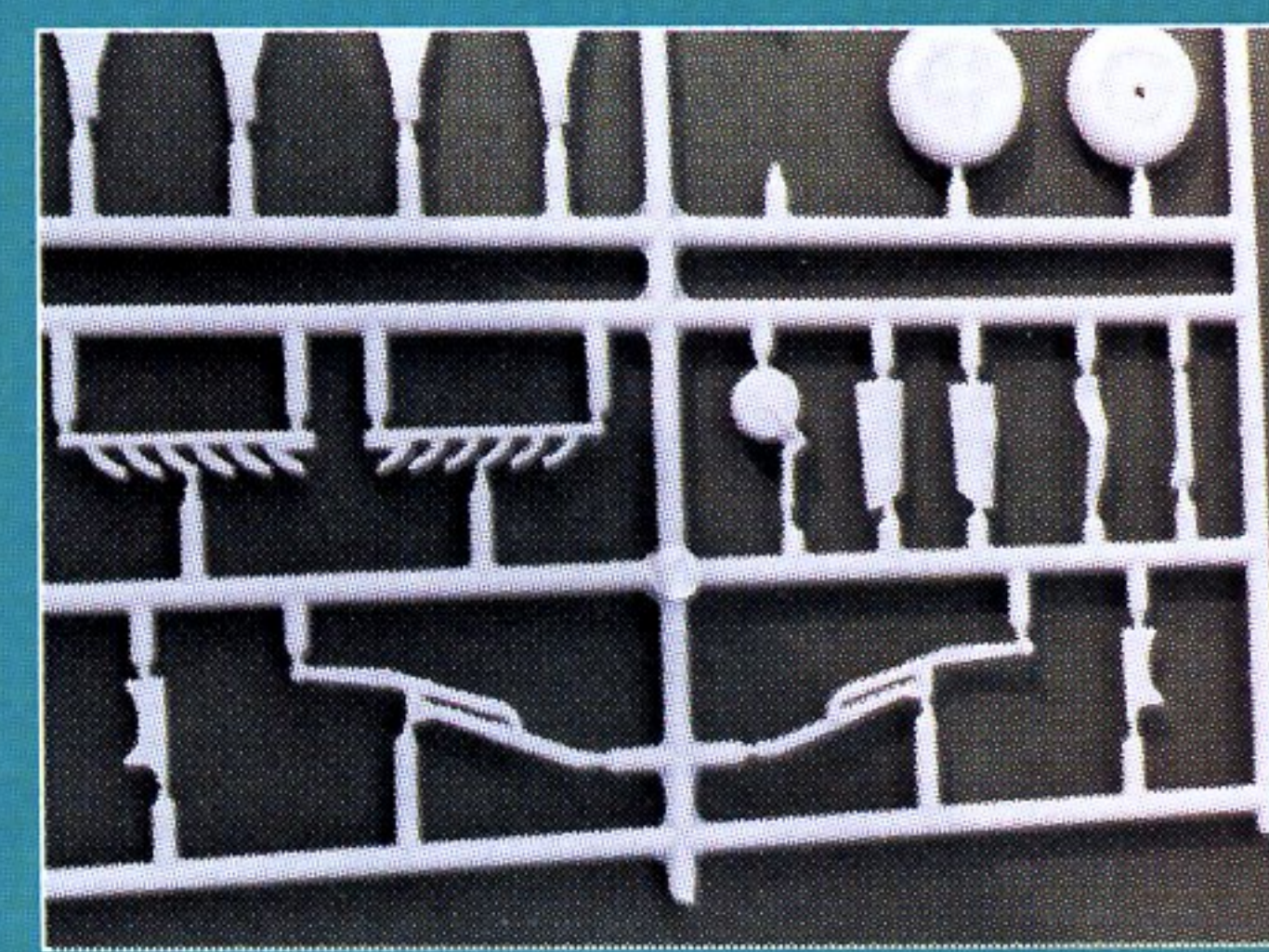
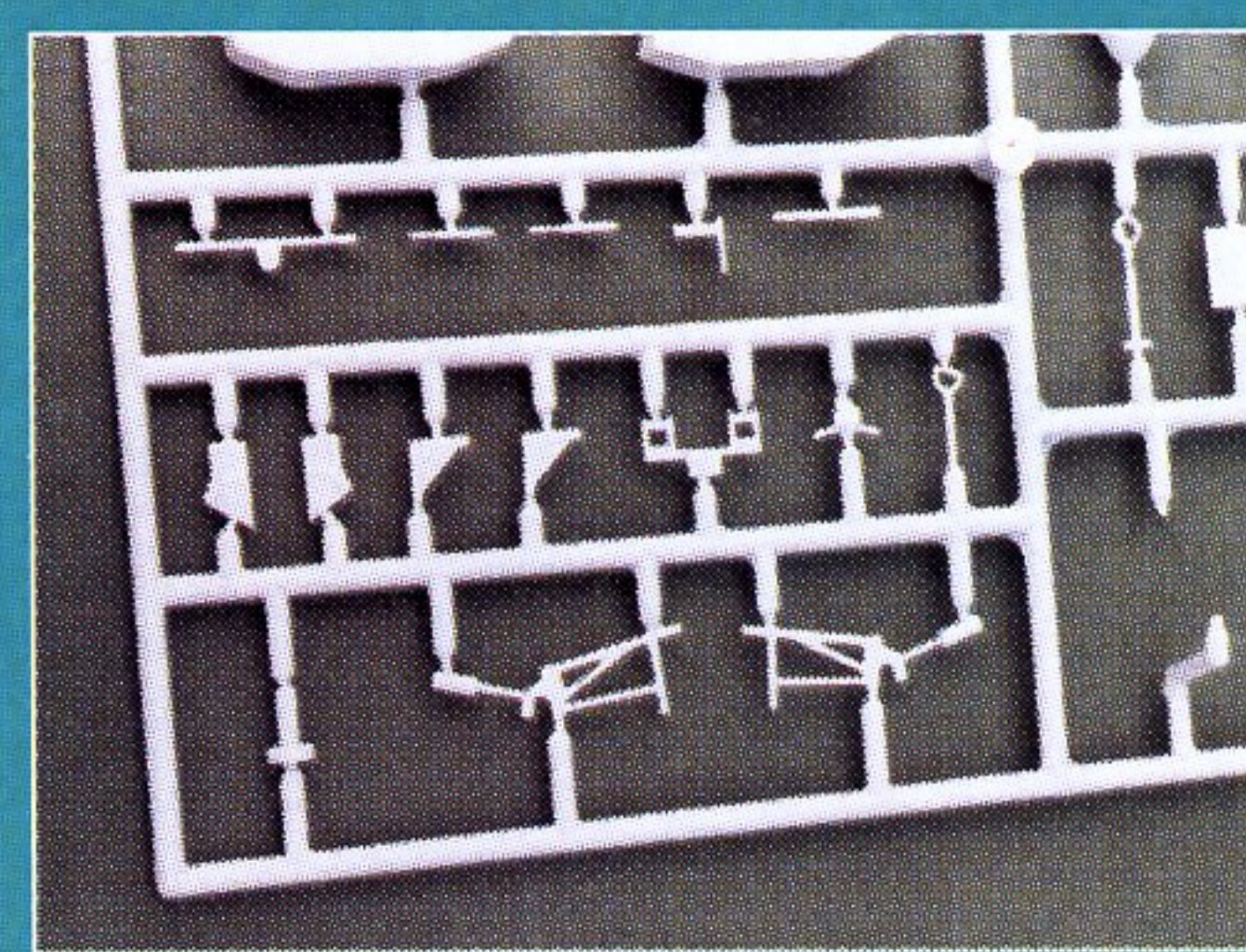
Storm front approaching . . .

Beaufacturers and Me 410s notwithstanding, this is one kit I have been eagerly awaiting. I've been using Eduard detail sets for some time and have always been impressed by their WWI kits. The poor old postie ended up with scorched fingertips when he turned up with the review kit and shortly afterwards the local library was treated to a display of epic shelf searching.

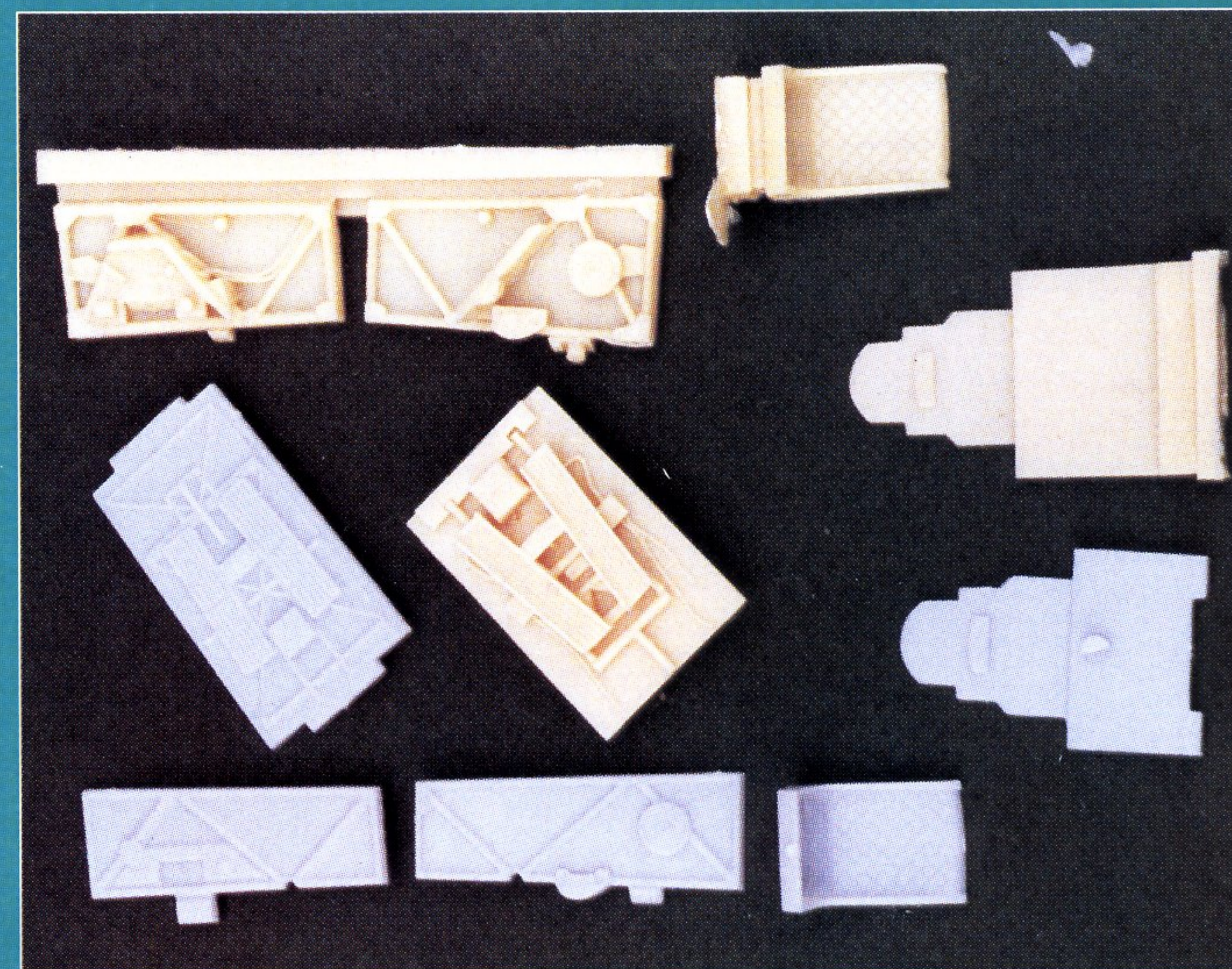
The kit itself consists of four sprues of crisply moulded pale grey plastic with a glossy finish providing 67 parts, and a one-piece injection-moulded canopy of remarkable clarity. In this 'Profipack' version eight resin parts are supplied to replace 13 of the injection moulded parts, and this is complemented by a nickel (?) plated etched

Storm Force 4!

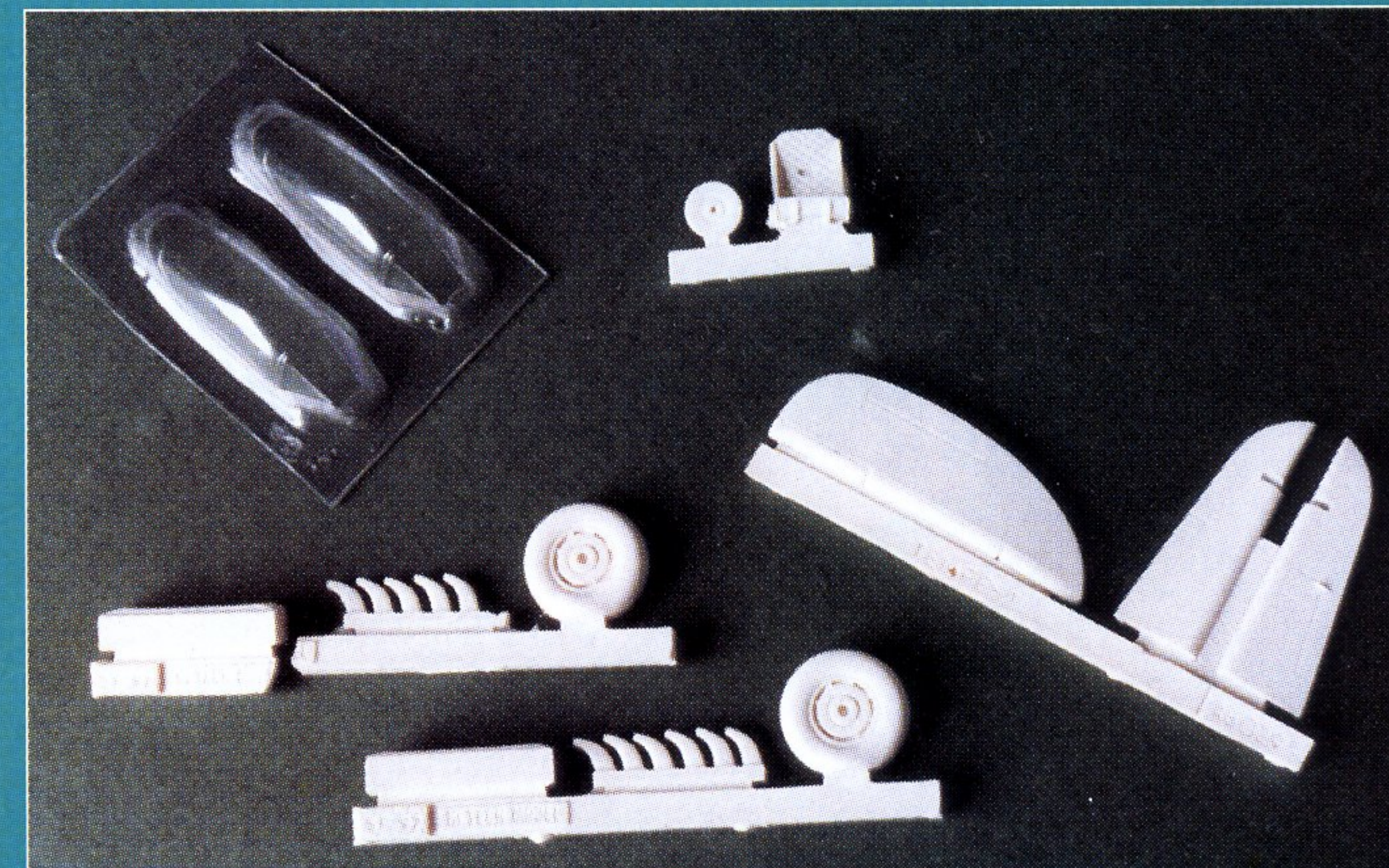
Eduard's first foray into WWII aircraft in 1/48 scale, the Hawker Tempest Mk V, is worked up by David Batt.



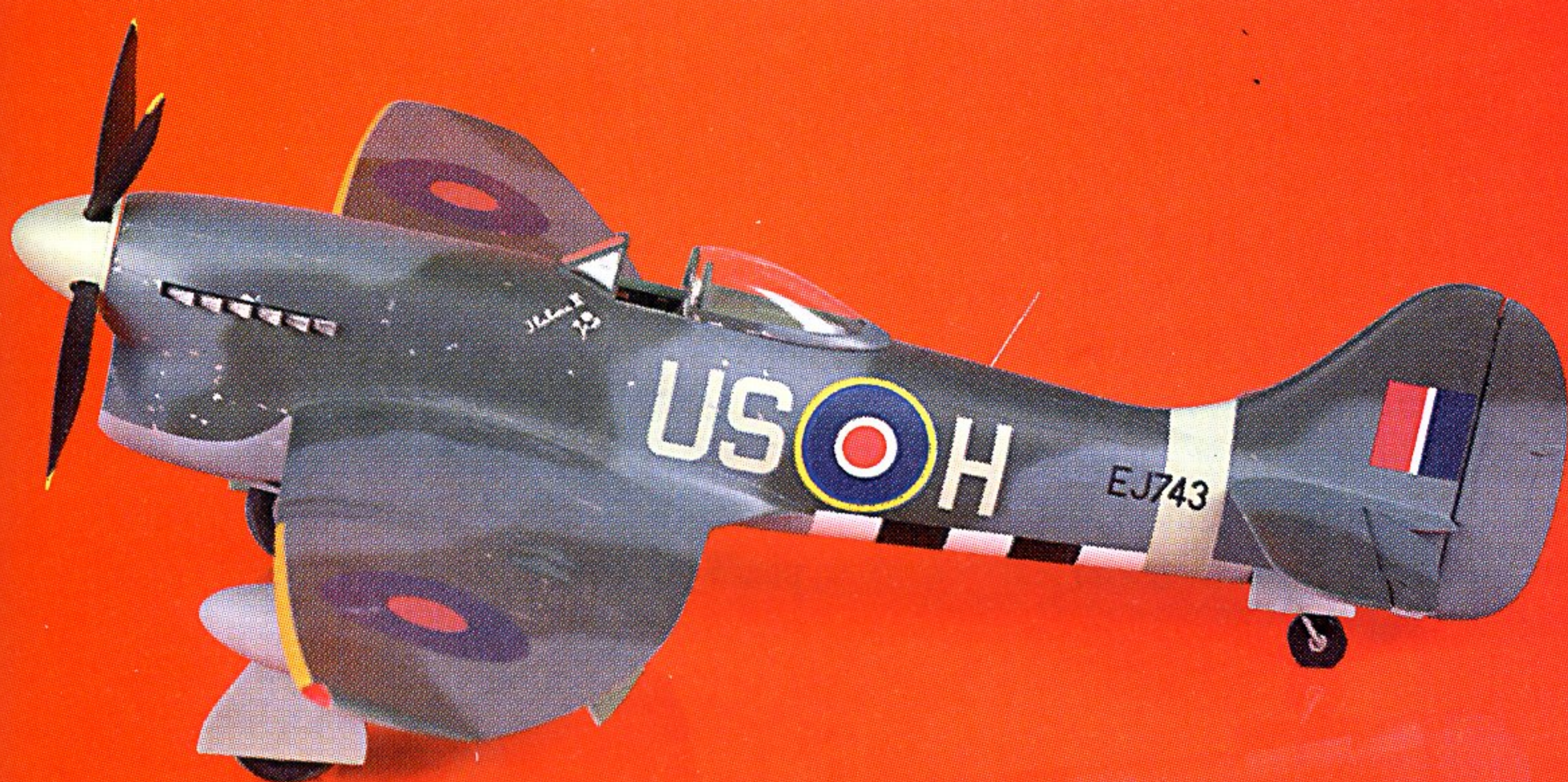
These photos show the high level of finish to be found on this new kit. Not all is rosy though, some parts like the control column, undercarriage retraction jacks and tailwheel desperately need enhancement or replacement

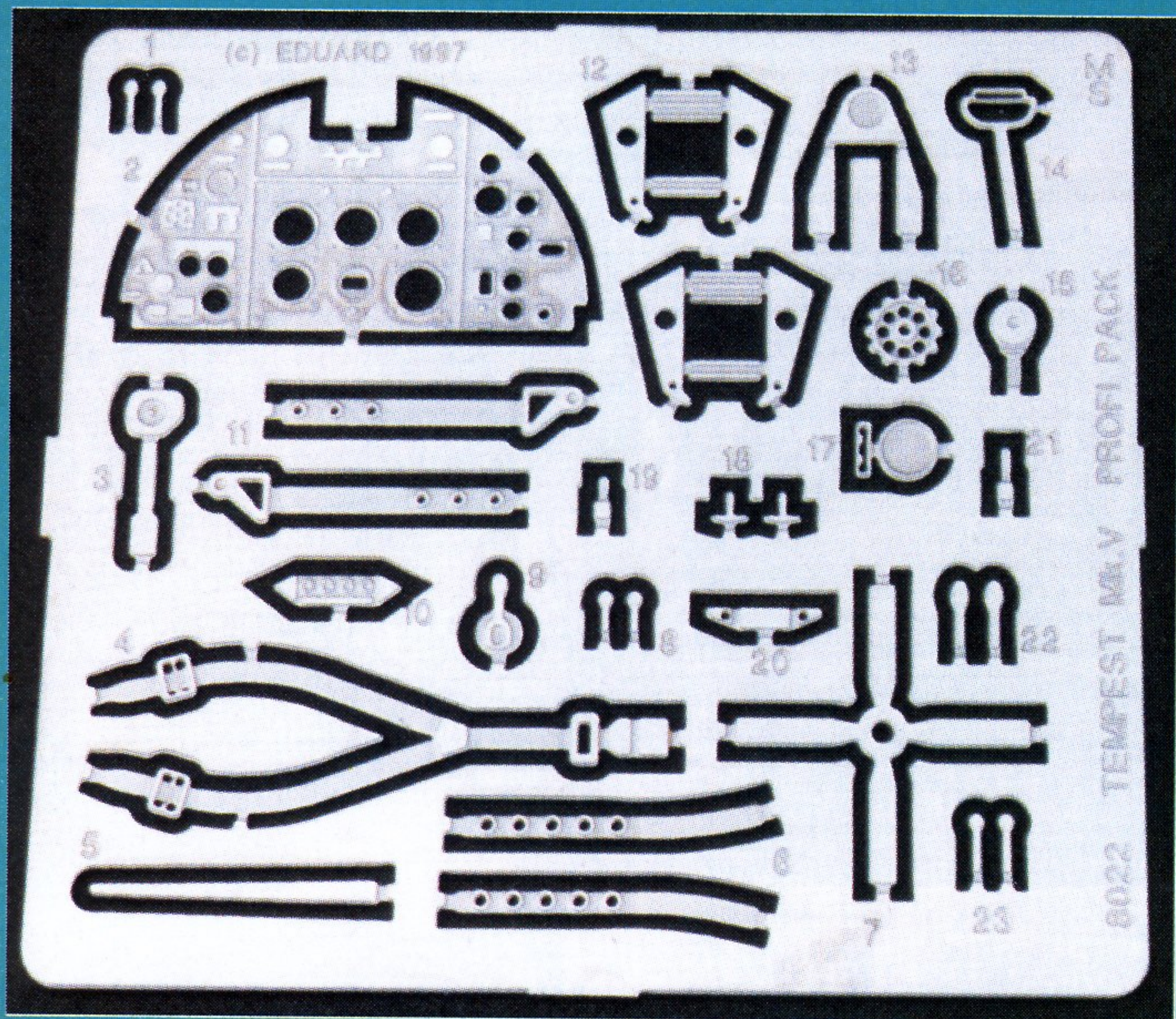


The injection moulded cockpit parts with their resin replacements. The greater level of detail is obvious, but so is the different size! Note also the seat, a simple replica of the plastic item. What a waste of resin

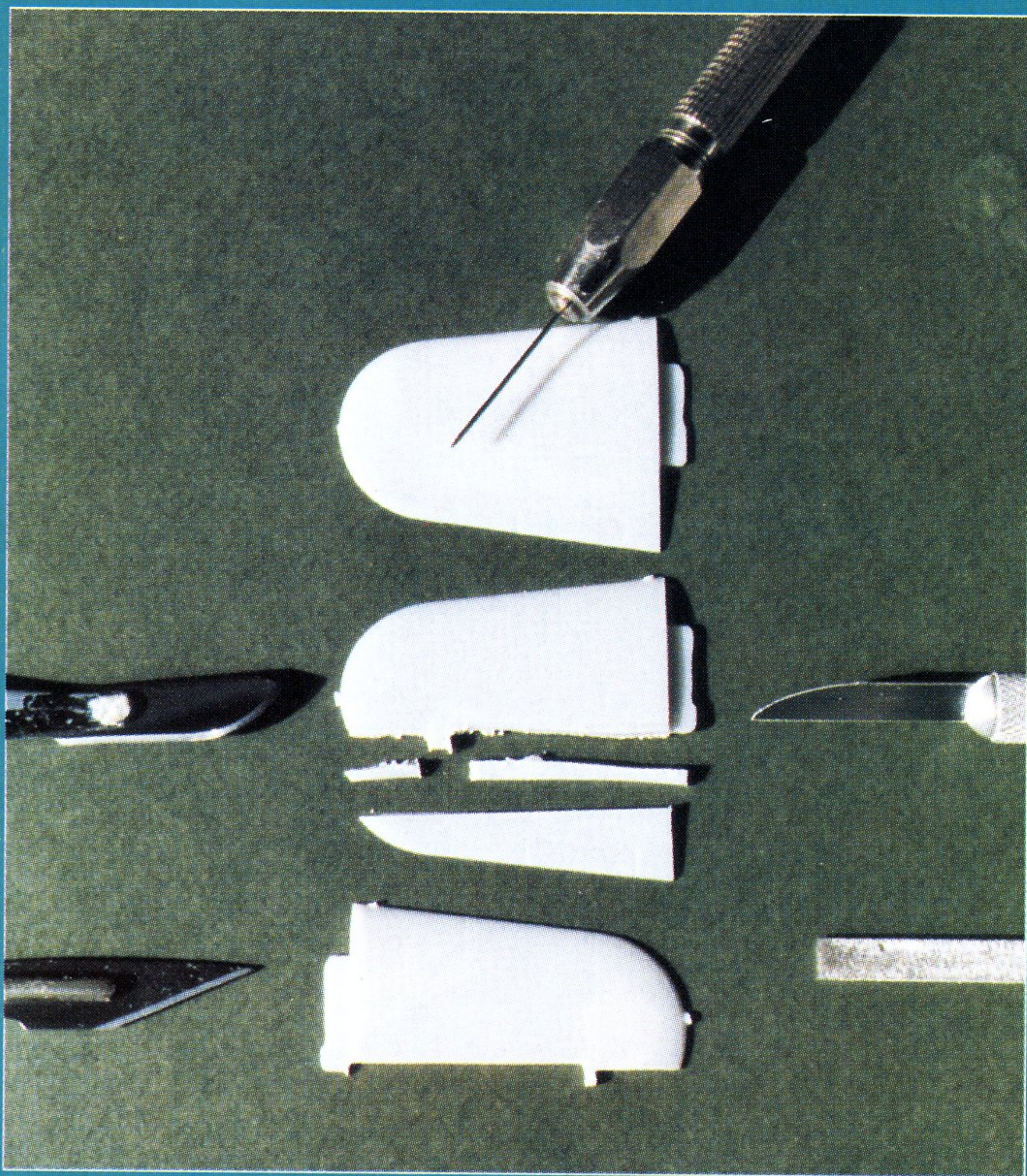


Contents of the Hi-Tech update set kindly supplied by Hannants for this review. Everything is of superb quality and is highly recommended for anyone aiming to produce a good model. The damaged casting (on the left) was replaced by Hannants by return of post, once the faulty item was received by them





The nickel plated etched brass sheet is well up to Eduard's usual high standard



To protect the hinge projection on the tailplane (barely visible on the original photo, just below the point of the probe) the elevator was first crudely hacked off with a coarse blade and razor saw, then the waste was carefully filed and scraped away. This is one great advantage of control surface sets, you can work as if there's waste material to be lost

brass sheet with 31 parts. Although described as LTM (Low Temperature Moulding) the quality of the moulding is well up to the best standards, completely free of flash while the engraved surface detail is particularly well executed. Sprue gates are quite small and can be cut through with a pair of precision side-cutters like any 'normal' kit, though care has to be taken to file the cut surface back on both exterior and mating surfaces. One obvious omission (compared to mainstream kits) are locating pins and slots, and alignment during construction is entirely in the hands of the builder, with the singular exception of the elevator-to-fuselage join. I did note that the trailing edges were all quite chunky, although this is a common feature of limited run kits, although this was cured quite easily.

The decal sheet is a competent piece of work by Propagteam, a large sheet almost 2/3 the size of the box and providing markings for four options; two camouflaged wartime Mk V's in the markings of 3 Sqn's Wg Cdr Pierre Clostermann and 56 Sqn's F/S 'Mac' McKennough, plus in this 'Profipack' version an overall silver Mk V of 3 Sqn in 1945 and a TT.5 of 1953 in silver with a black and yellow striped underside.

Gallic input

It seems amazing that this kit, produced by one of the world's premier names of super-detailing add-on extras, would need to be supported by extra bits from other sources. However, such is the case. One item already in production, which I strongly recommend, is the Hi-Tech update which provides the builder with replacement exhausts, wheels, tail control surfaces and canopy. Their value will be explained within the review.

Falling pressure . . .

With a mainstream kit you usually start by sticking the seat to the cockpit floor or some such task. With a limited run kit you begin by getting ready to start. In the case of the Tempest it was the trailing edges that caused the greatest concern and I used three different methods to deal with this stage of preparation.

The rudder and elevators were cut away from the fuselage and tailplane halves respectively ready to be replaced by the Hi-Tech parts. These are commendably fine with very neat trailing edges, although they were frighteningly flexible in the record-breaking August temperatures, almost like warm Plasticene.

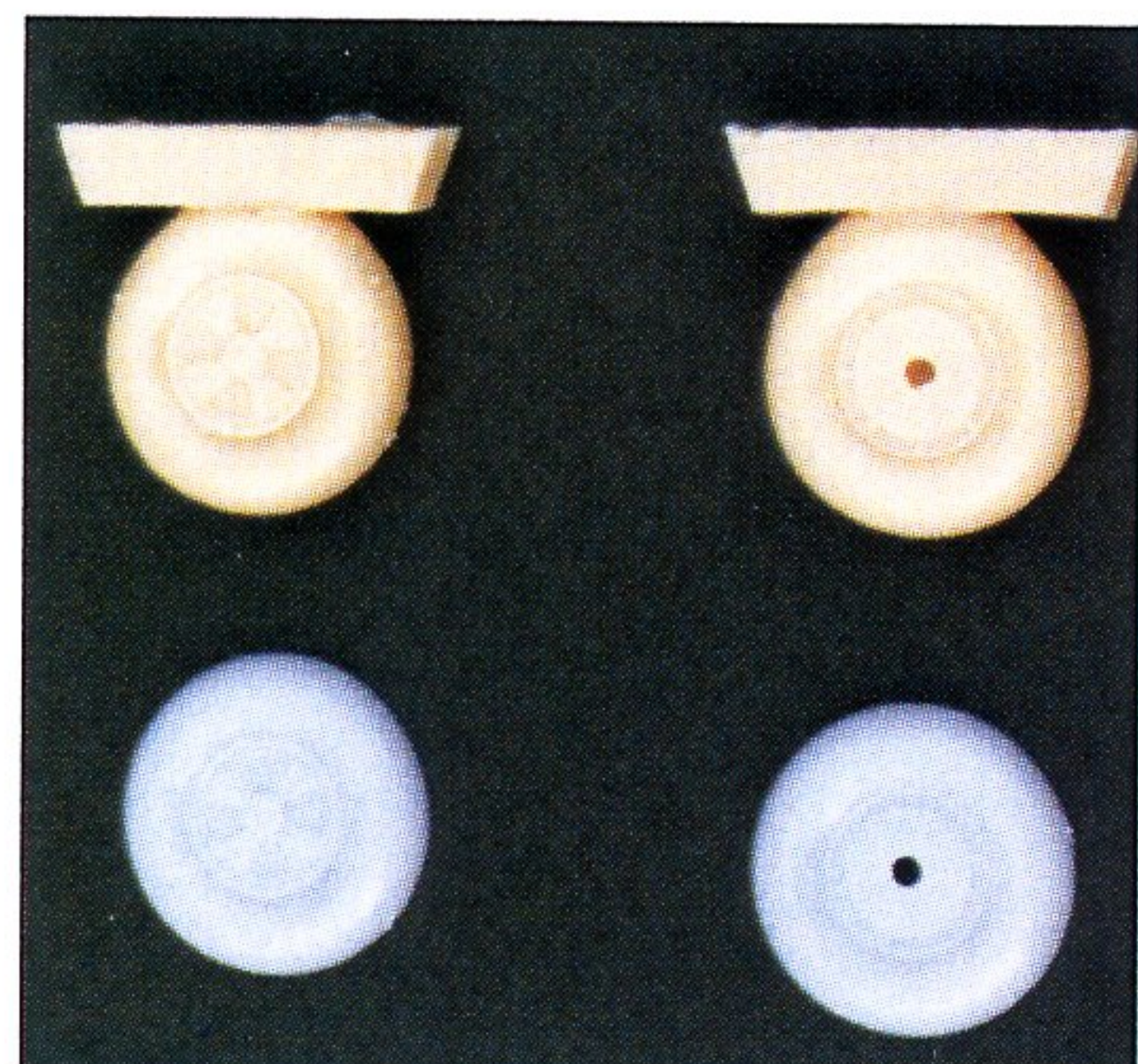
I effectively halved the thickness of the wing's moulded trailing edge by cutting away the split flaps, and the result looked a lot better. New flaps were made from 10 thou. plastic card by using the un-cut wing as a template and adding the ribs from more card.

For the ailerons I had no option but to scrape, scrape, scrape. It's an essential task but, wow, is it a monotonous job! Alas, you cannot afford to let your mind wander or you will get an uneven edge, and whatever you do the mess gets everywhere.

I sorted through the Profipack kit's resin content at this time and have to admit to greatly mixed feelings. The quality of detailing on the cockpit side panels is extremely good but against this the parts are quite chunky and there's no real indication of the finishing line. I would

have assumed that they have to be sanded back to reduce their thickness, but some of the boxes on the upper longeron overlap onto the backing so it would be impossible to take all the surplus off without destroying the detail. Another problem is evident in the accompanying photograph; the resin parts are a quite different size to the plastic parts they replace.

It was the resin wheels and seat that caused the greatest dismay. For some reason Eduard have simply cast off the standard injection moulded parts in resin without any effort being made to improve



More wasted resin; the main wheels have a 'flat' but apart from that are no different to the standard kit's items

the level of detail. Now perhaps I'm the one who's missing out but I use resin when it provides extra definition and a higher level of detailing, or it provides conversion parts. I certainly don't get high on the stuff. For this reason I can't imagine what Eduard thought they were doing when they just copied off their own parts. The Hi-Tech parts showed their worth again by providing better wheels and seat.

No such problems with the etched brass, for Eduard are masters in this medium. The instrument panel is the focal point and is extremely accurate, while Eduard have moved forward in their presentation of the seat straps by becoming aware that there were loose strap ends beside the buckles on which the pilot pulled to tighten the harness. Other parts include a myriad of tiny handles for the consoles, a replacement aerial and a (as it turns out, fanciful) turbine for the TT version.

The remaining Hi-Tech parts were a pair of beautifully cast exhaust blocks with cast resin boxes to accept them. The latter are installed within the fuselage so the exhausts themselves can be added as a final step, making painting and weathering a lot easier. A notable feature is the deep recess in the mouth of the ejector which looks extremely convincing, a welcome touch for the kit's items are rather poor and will be unconvincing without a lot of refinement.

The resin and etched metal parts were washed and annealed then sprayed with acrylic primer, then further attention was paid to the moulded parts before the building area was cleared up.

The radiator flap was cut out as a matter of choice and the radiator intake was examined properly. This just doesn't look right to me, for although it has the carb intake with the distinctive hexagonal dust shield seen on aircraft operating from forward airfields it doesn't have the 'splitter plates' that guided the air into the carb dust filter, oil cooler and radiator. I added these

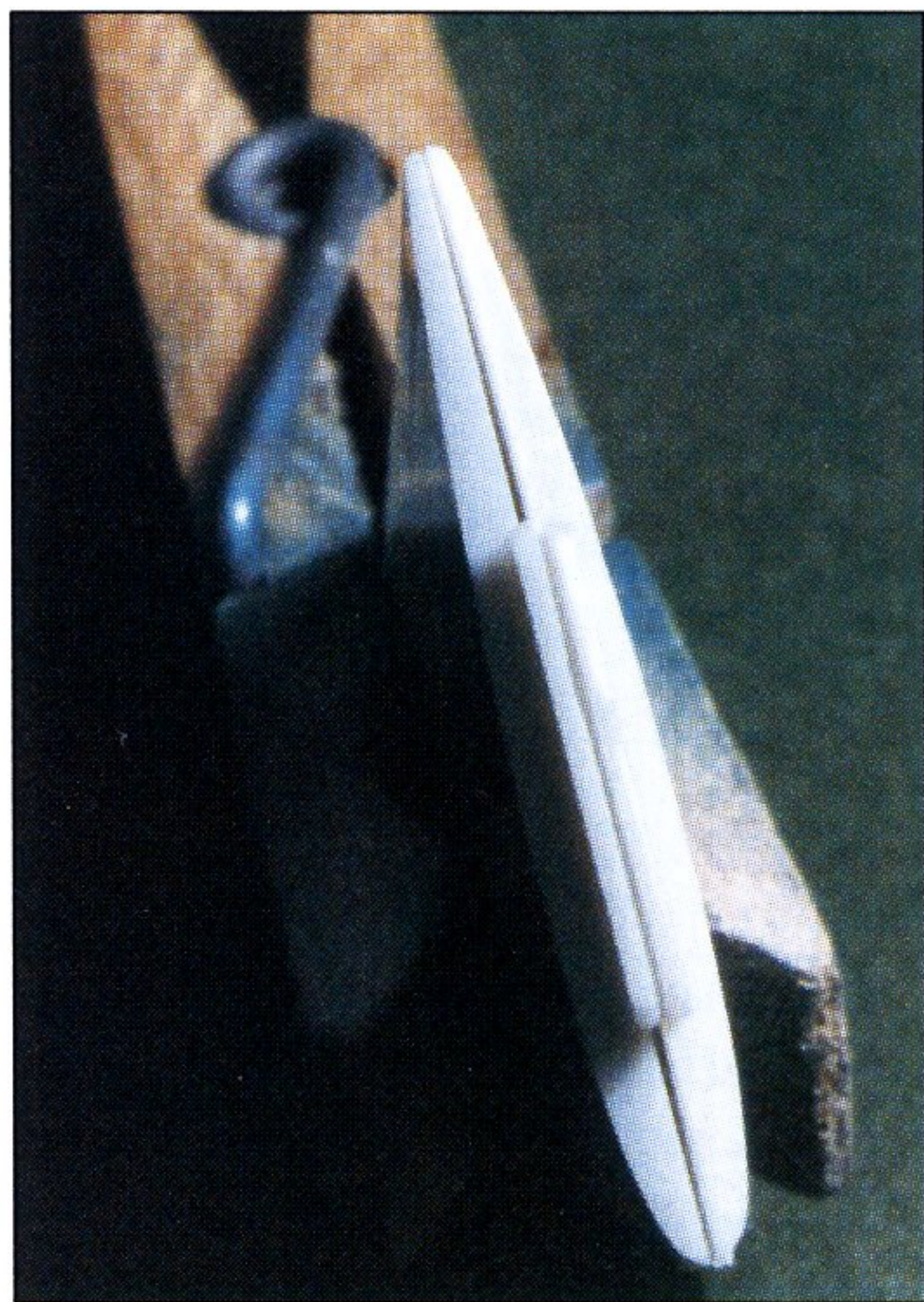
'plates' from fairly flexible plastic card as shown. Take care if you choose to reproduce this feature, for the detailing on the radiator front is really superb and it would be a shame to mess it up.

Flaps were made from thin plastic card as described in the photo captions, then it was time for a short break (it had taken three intensive evenings to complete this preparatory work) and a thorough clean up.

Rising winds . . .

First task in actual construction was the fiddliest; adding some 13 little control levers to the consoles in the cockpit. Each of these can be accurately identified from the published drawings of the Tempest's cockpit, which makes the manufacturer's omission of the undercarriage selector (on the left console just below the instrument panel) and the throttle handle itself quite surprising. However, these items are easily added from little pieces of plastic rod once their location is identified.

The cockpit floor has the rudder pedals added from etched brass, also the rudder pedal adjuster, while a replacement compass bracket is also provided on the brass sheet. Strangely enough there's no compass supplied in either 'Profipack' or standard kits; this omission was made good with a compass face from a Reheat generic RAF set plus a short length of plastic rod for the body of the instrument. The control column was also a little featureless so I added the 'knuckle' to mine with slivers of plastic rod, plus heat stretched sprue for the aileron control cables.



End view of the tailplane shows the gross trailing edge (to the top of the picture)

Care has to be taken when bending the instrument panel to shape for there are no half-etched lines to help you, and also note that the photo foil with the instrument faces is best separated into three pieces before fitting them to the back of the panel itself.

The Hi-Tech seat was used with the addition of the adjustment lever as guided by the instructions, plus the emergency hydraulic pump handle mirroring the adjustment lever, and completed with the seat straps from the 'Profipack' etched fret.

Xtracolor X-10 RAF Cockpit Grey-Green was used on all interior surfaces, then the consoles and instrument panel were painted with a matt extra dark grey concocted from Humbrol paints, with the switches, levers and instrument surrounds picked out with

Humbrol's Satin Black.

The fuselage halves were glued together, trapping the modified radiator block between the halves, then the fun of installing the cockpit interior could start. You will see from the photographs that the resin cockpit sides are both shorter and deeper than their injection moulded counterparts, so they will not fit straight into the standard fuselage sides. The only option is to 'fudge' the installation and make it look as good as possible. In the end it doesn't look too bad, as long as you ignore the relationship between seat, pedals and throttle, also seat, stick and instrument panel. (As it stands the cockpit would be better suited to a Roswell Grey Alien with six inch shins and telescopic forearms than it would suit the average 1940's pilot!)

Note that the 'reflector glass' needs to be cut off the gunsight (part 39) as the Tempest introduced a primitive form of 'HUD' by projecting the gunsight ring onto the windscreen itself rather than the gunsight glass (a gyroscopic gunsight - Ed).

Windspeed 100+

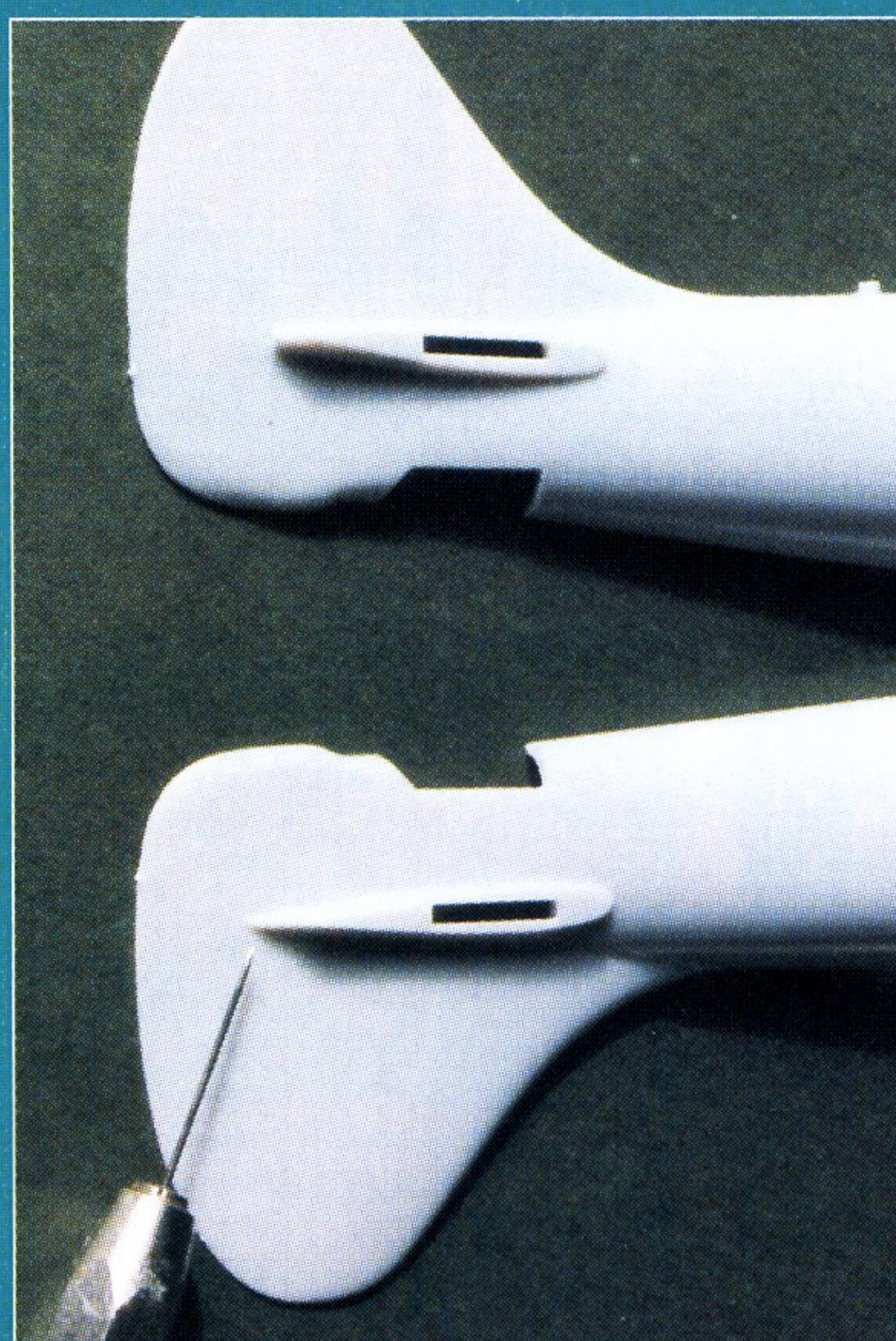
From this point the assembly is really straightforward apart from the lack of locating pins. It is entirely possible to add little strips of plastic card to bridge the joints, a la vac-formed kits, but I simply concentrated a bit more and used Humbrol Liquid Cement on all the major and minor joints. The polystyrene that Eduard uses reacts extremely well to this solvent and I found that strong joints formed in a matter of seconds, using both methods of working; pre-application of the solvent before joining the parts, and capillary action along the join line with the parts held together.

The fit of the wing, fuselage and tailplane parts is excellent, the only places needing filler being those areas where my scraping was too enthusiastic. A little more work was needed to complete the wing-to-fuselage and tailplane-to-fuselage joints. The rear edge of the radiator ducting had to be carved back by a good millimetre before the wing would settle into place, then a bit of trial-and-error scraping around the root fairings was needed to finalise the fit. At the tail end one tailplane fits superbly but the other will need the fixing slot widened so that the tailplane will line up properly.

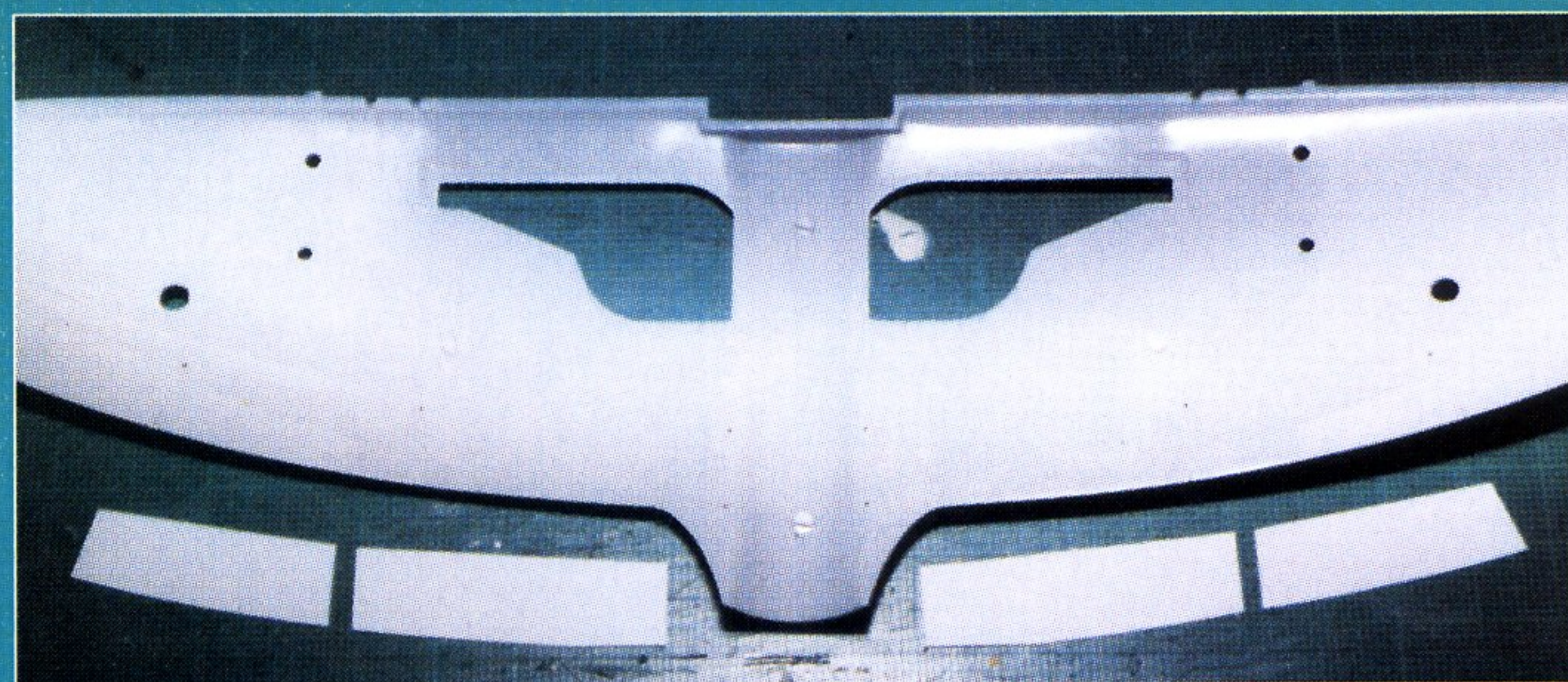
Now for the other bits. The main undercarriage legs are usable but aren't up to the standard of the exterior detail, while the 'retraction arms' are frankly laughable and look more like an impressionist's five bar gate than a complex arrangement of moving arms and pistons. The kit's wheels were replaced by the superb items in the Hi-Tech set, including the tail wheel. The Hi-Tech item accurately represent the Tempest's anti-shimmy tyre while the kit's part is little more than a shaped lump. The doors demand some care and attention for the outer surfaces have prominent marks from the mould's ejectors (?) and these have to be removed and the marks cleaned up. After this is done the doors do appear featureless and the enthusiast will want to add some engraved panel detail and rivets of his own.

Installing the undercarriage is a bit hit-and-miss but the final result looks acceptable at a distance.

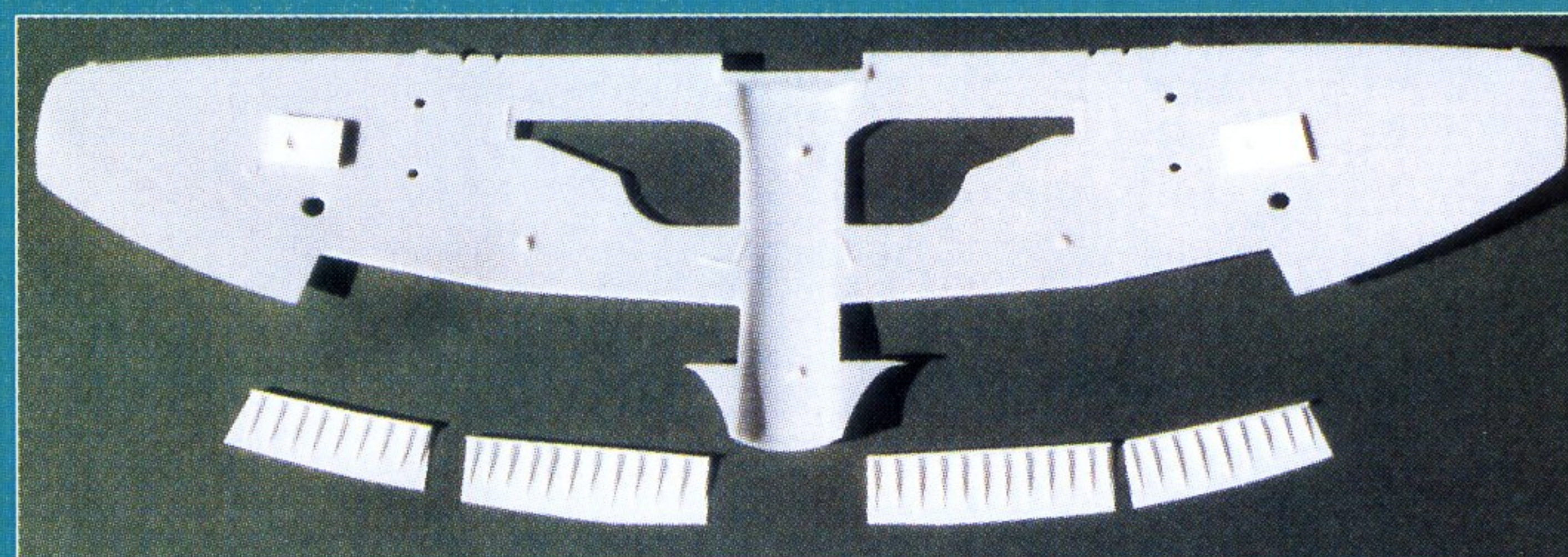
Against these negative points the spinner



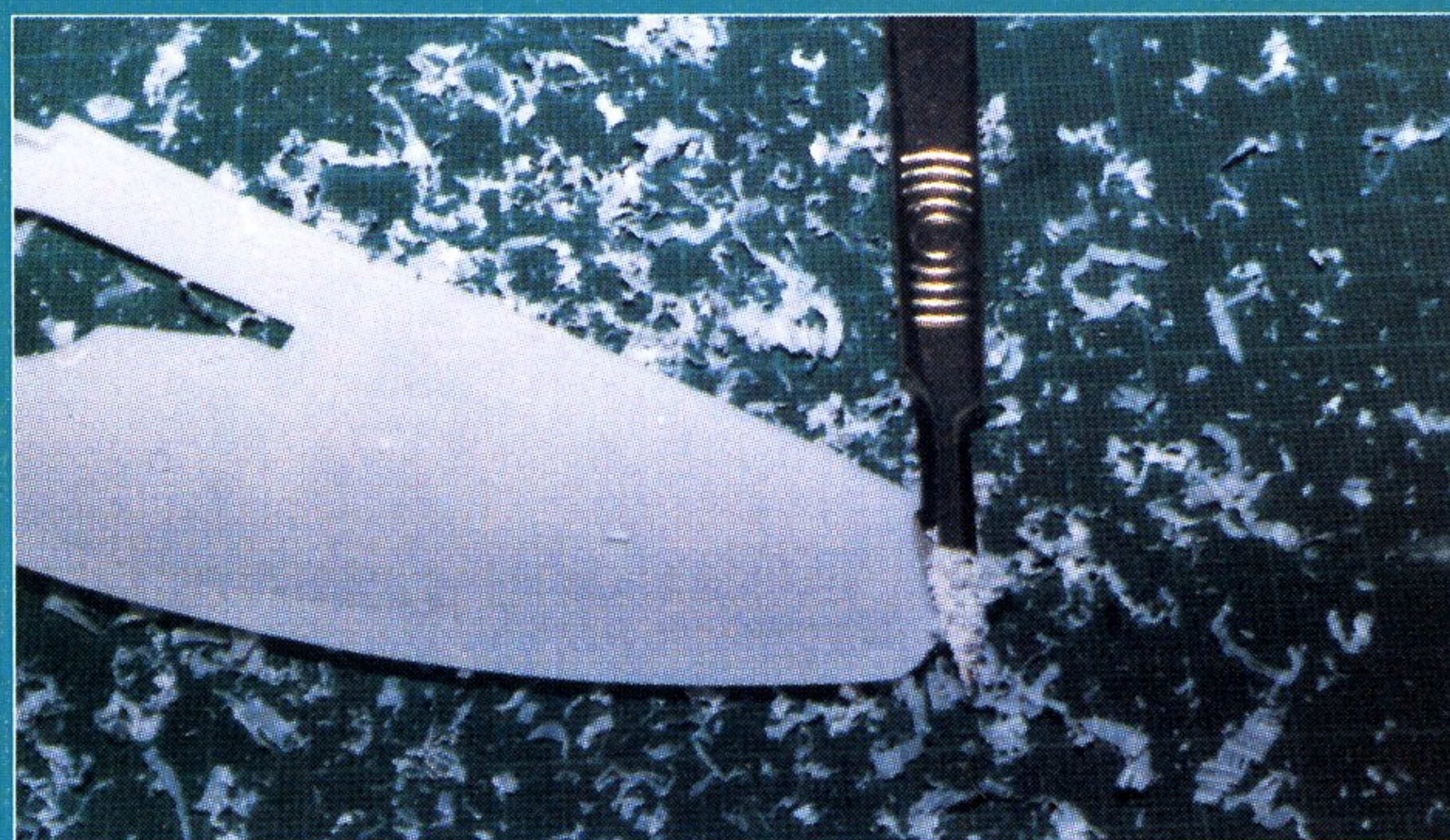
One area that may be attended to is the tailplane root fairing. The probe points to a little area that must be cut away (otherwise the rudder wouldn't move in real life!). The top half shows the modification after cutting but before the rudder control horn is added within the cut-out



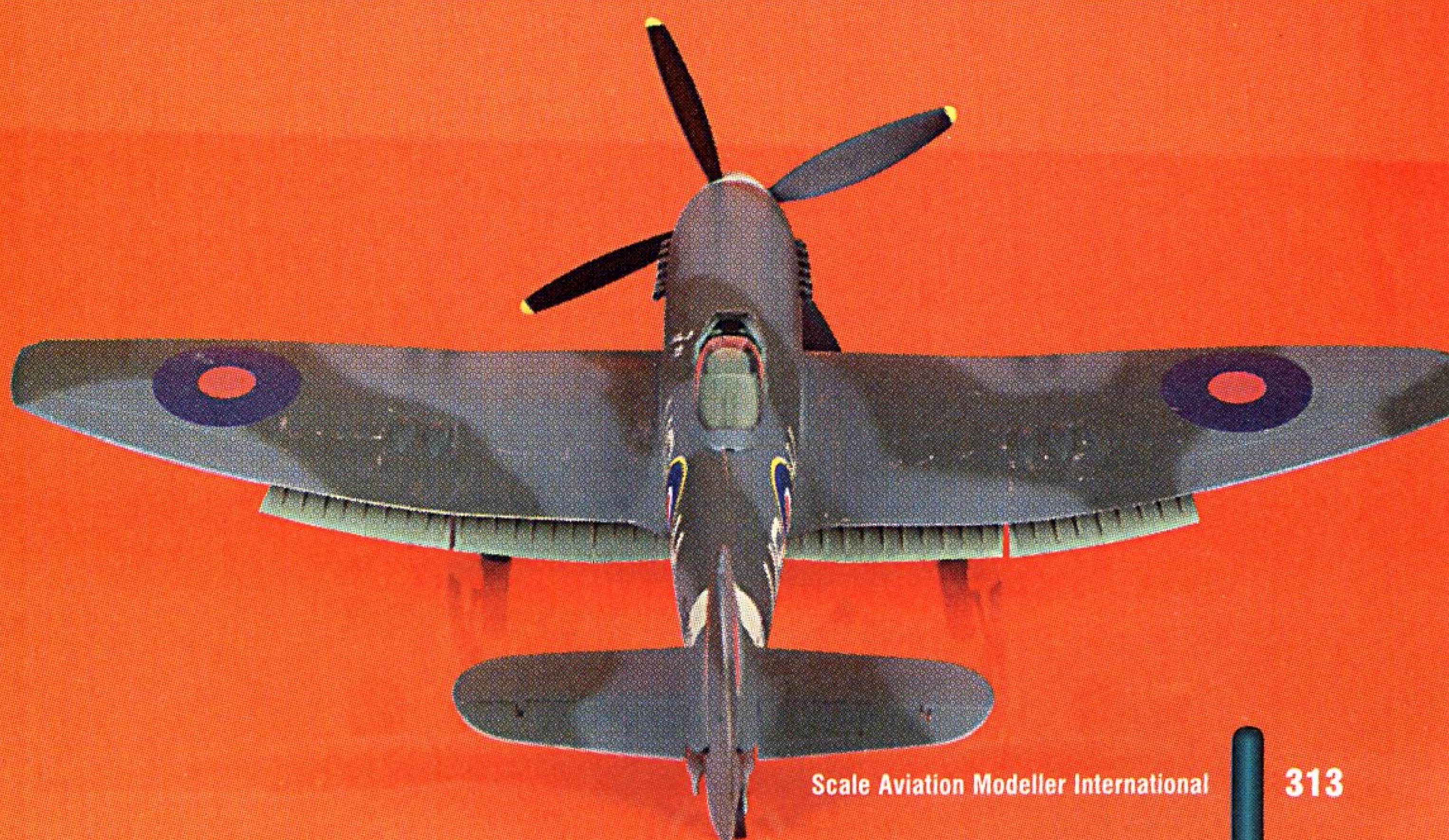
Tiny holes were drilled through the lower wing to outline the flap areas, then a razor saw used to nick the trailing edge along the flap lines. The whole lower wing was then used as a template, first by pushing pins through the holes into the card, followed by running a knife blade along the trailing edge to copy the curve. It's then a simple job to 'join the dots'

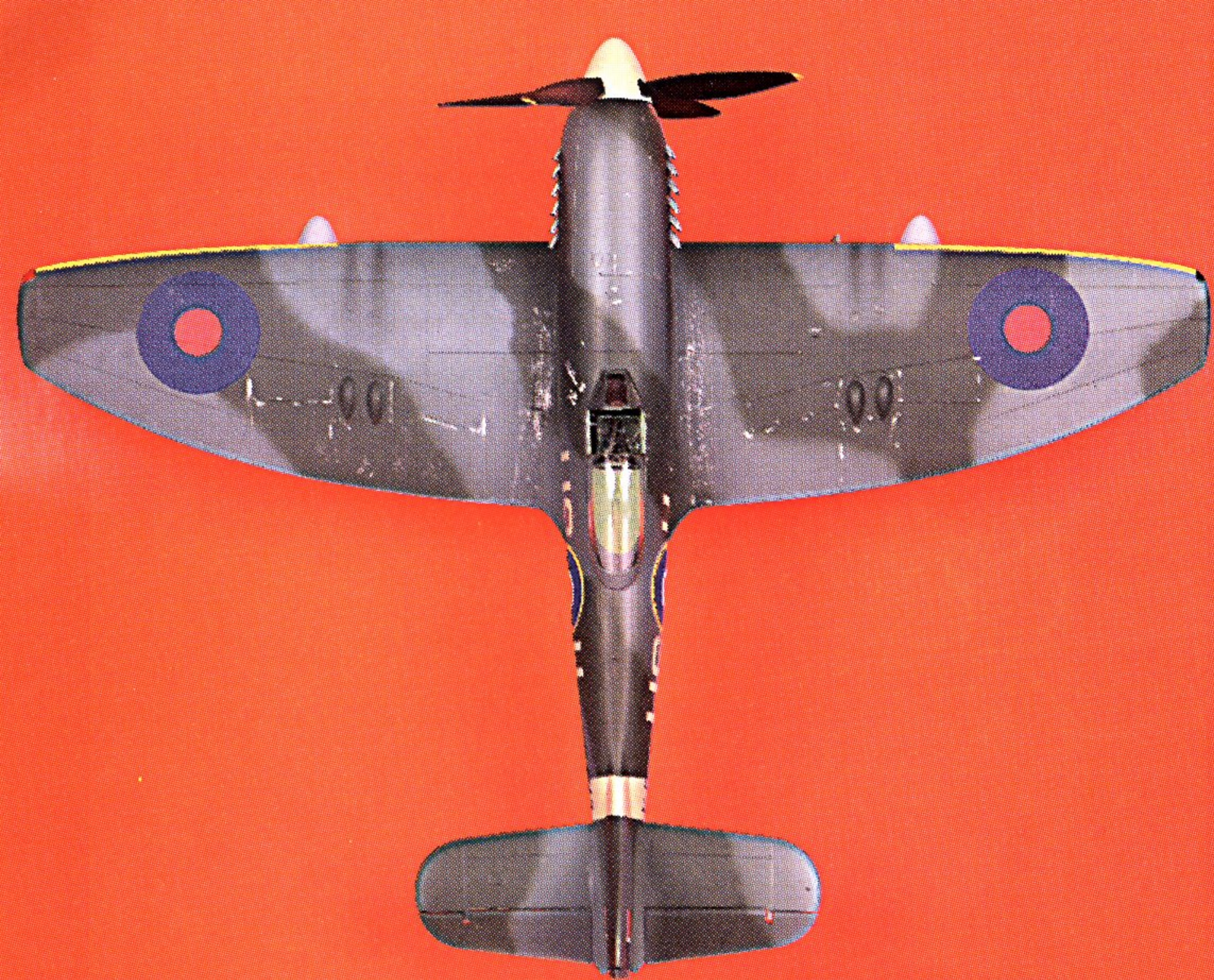


The new flaps with their structure. Note also the drilled out landing lights with an insert of thick plastic card, countersunk to produce the reflector



The mess caused by scraping back the interior edge of one half of one aileron. It's a worthwhile job though, for the improvement in the appearance is incredible





and propeller are superb, the blades of the latter being accurately shaped and beautifully fine, while the injection moulded canopy is wonderfully clear. It is too thick to be sawn through for when opened up the edge would look very clumsy, but if the model is to be displayed with a closed canopy the kit's part cannot be improved upon. Alas, the vac-formed canopy in the Hi-Tech set is rather poor, looking as if the master wasn't properly cleaned up and the moulding still carries the sanding or filing marks. It does however have the edge (no pun intended) over the kit's part when the canopy is displayed open, so was used.

The wing tanks, such a distinctive feature of the Tempest, are very neat and their fit can be made good with a little effort.

Storm force . . .

Final painting presented no problems and I used

Xtracolors X1, X3 and X6 to produce the standard RAF

camouflage of Mid Sea Grey, Ocean Grey and Dark Green. Xtracolor X7 Sky was used for the spinner and tail band while the

invasion striping under the rear fuselage was added from Humbrol gloss black and white rather than use the kit's decal for this area.

Humbrol Insignia Yellow #154 was used instead of Trainer Yellow #24 for the leading edge stripes and this looked a lot more vivid.

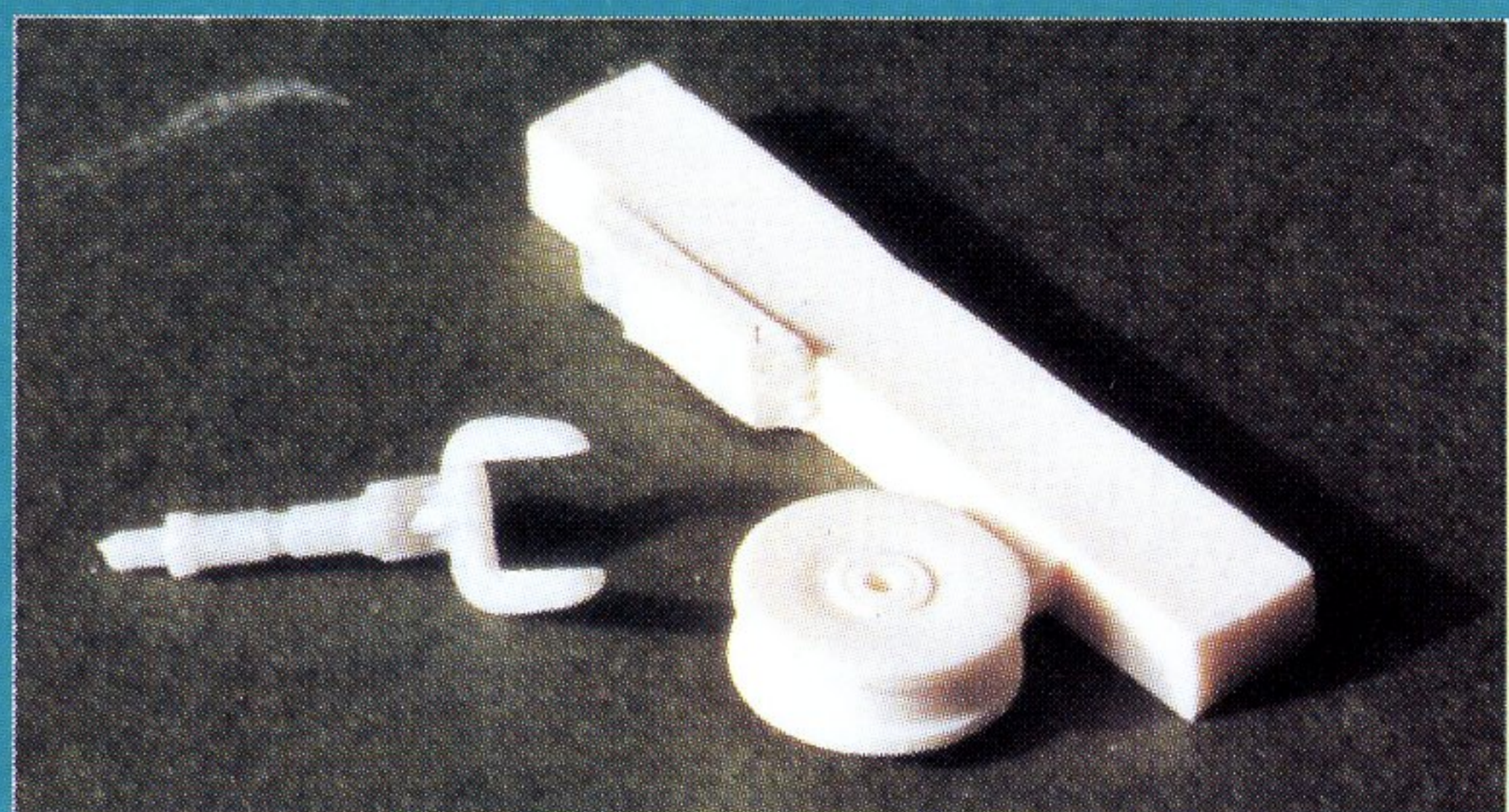
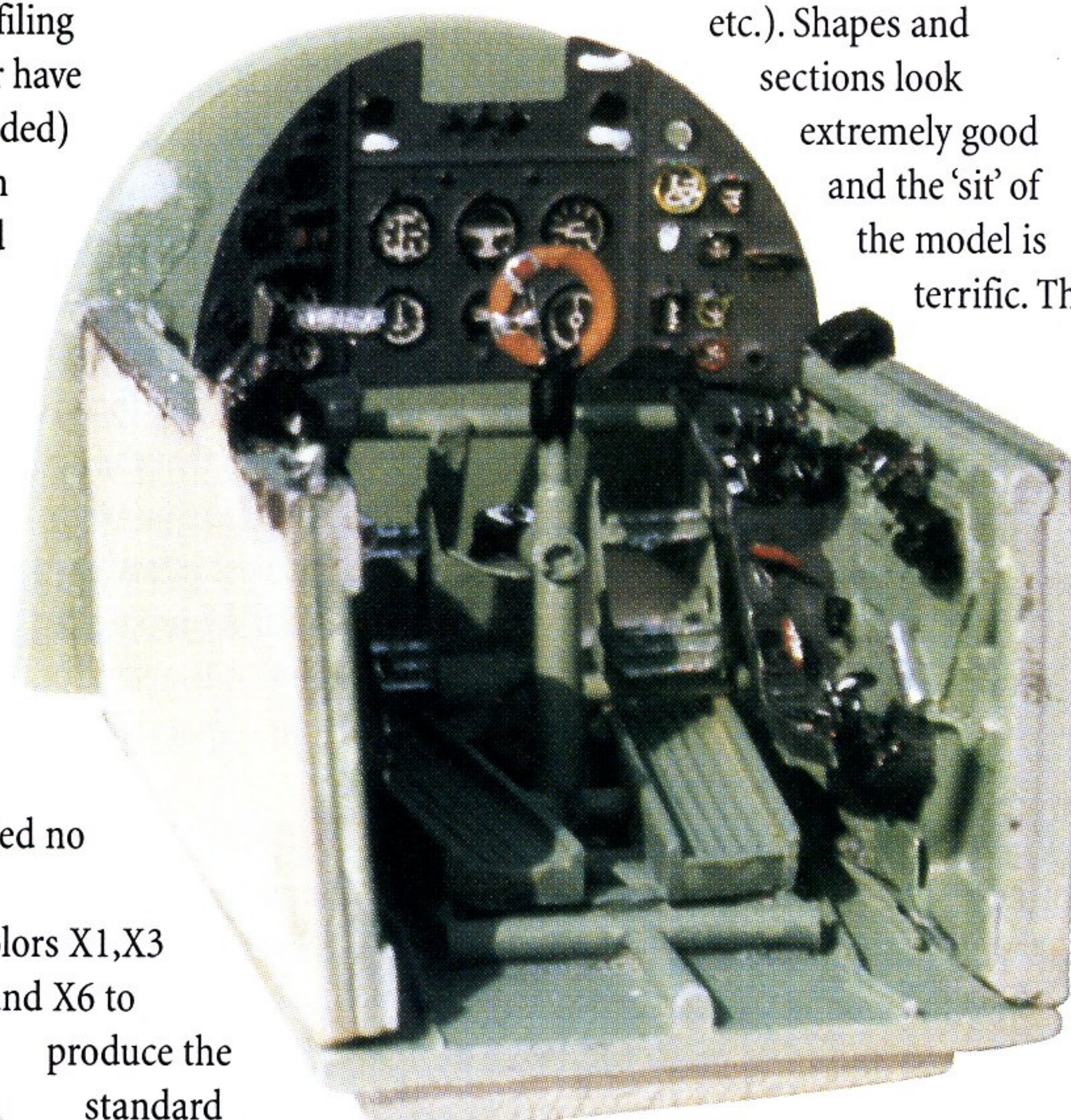
As usual the Propagteam decals are a mixed blessing. The ones that go on in the right place will settle down like a second skin without any need for additional setting solutions. Others will make the modeller's life quite angst-ridden, for they will stick in the wrong place and will then either curl up in to a ball or spontaneously fragment when they are pushed around. Persevere and you'll find they are usable, but I'd recommend cutting the codes and fuselage roundels apart for this large single image is particularly fragile.

Xtracolor Satin Varnish was used to reproduce the finish seen on these high speed aircraft, though the result may still look a little too flat for some people's taste. Weathering was kept to scorched paint behind the gun muzzles and exhausts, some paint chipping and mud stains. I

really must try and polish up my scenic abilities, for the model cries out for a patch of soggy Dutch airfield to stand on as a finishing touch.

Summary

According to Thetford's dimensions the model is spot on in span but some six scale inches (1/8th in.) too long, though this may be due to the way in which the dimension is taken (tail up versus tail down, etc.). Shapes and sections look extremely good and the 'sit' of the model is terrific. The

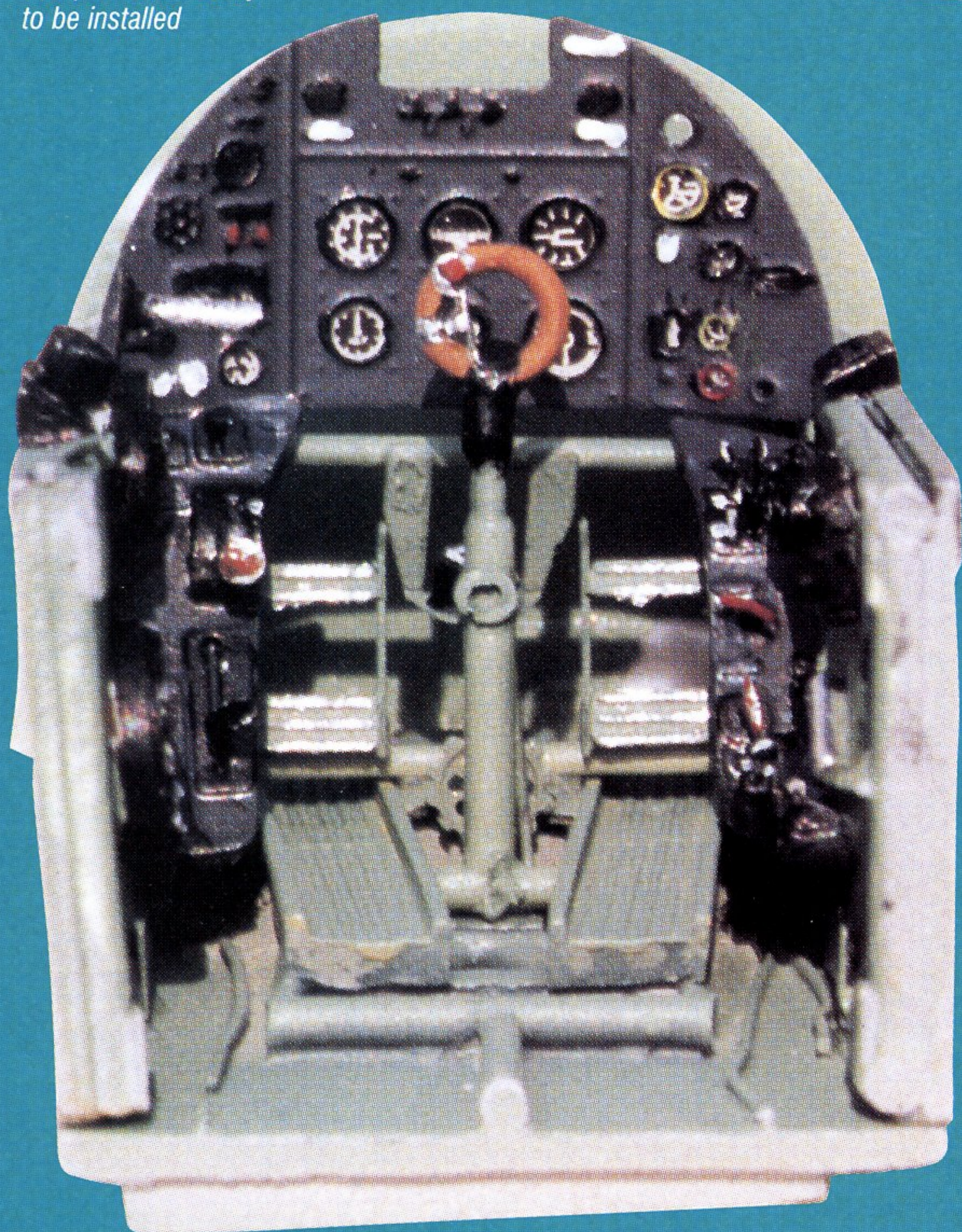


The kit's modified tailwheel leg ready to accept the Hi-Tech tailwheel



The modified radiator matrix, with 'splitter plate' added from flexible plastic card

The completed 'Profipack' cockpit interior ready to be installed



basic airframe plus the propeller and the canopy are superb. The thick trailing edges and lack of locators are problems inherent in limited edition kits and have to be coped with. (It's either that or continue to trust in Tamiya!) Against this must be balanced the (by present day standards) rather 'iffy' cockpit interior and undercarriage.

Against that one must bear in mind the very realistic price and the importance of the subject. Make the most of it while you can, for if the British Tourist Board have their way RAF roundels will become anathema, like swastikas.

With hindsight what I would do is purchase the kit and the Hi-Tech detail set, then put the project on ice and pray that someone like Hi-Tech, KMC or Verlinden steps in to provide replacement parts for the radiator matrix, undercarriage legs and doors, and possibly even the entire cockpit interior. Either that or suit yourself with a degree of scratch building. In either case the Eduard Tempest is far from a 'shake the box' Sunday afternoon kit for the novice or superficial modeller.

Highly recommended to all enthusiastic modellers. Plenty of potential here for a real show-stopper of a model. Even after reviewing my criticisms my final comment still has to be 'Nice one!'

David Batt

Reference Sources:

- Typhoon/Tempest in Action by Jerry Scutts, Squadron/Signal Publications
- Typhoon and Tempest at War by Arthur Reed and Roland Beaumont
- My part of the sky by Roland Beaumont
- Hawker Tempest and Sea Fury by Robert Jackson
- Aircraft of the Fighting Powers Vol VI by Owen Thetford

Storm Force 14

1997 IPMS Italian Nationals

Date: 3rd to 5th October, 1997

Venue: Hobby Model Expo, Milan, Italy



The presentation of prizes at the event by Miss Jackie Fisher; Export Manager Europe of Humbrol/Airfix products

Held from the 3rd to the 5th October 1997, the Hobby Model Expo was the setting for the IPMS (Italy) Italian Championship and 20th National Modelshow. Both contests are organised by the Milan branch of IPMS Italy, with the sponsorship of Nuova Arti Grafiche Ricordi, the Italian importer of Airfix and Humbrol. The Hobby Model Expo is a major exhibition exclusively dedicated to every single

representatives from that country. This year the technical skill level was very high as well, and the title of 1997 IPMS National Champion was awarded for the first time ever to a warship modeller.

The IPMS Milan branch renewed an old tradition of choosing a theme for their annual display and this year it was quite obviously dedicated to the USAF 50th anniversary; a really impressive collection of airplanes were on display and many visitors appreciated its educational aims as well.

Directly invited by IPMS Milan members, many exhibitors were coming from abroad, and among them we would like to mention Reheat models from England, an old friend. One of the institutional aims of IPMS is supporting emerging manufacturers, this



This MPM Curtiss BF2C-1 Hawk was built by Mr Salvatore Gargiulo of IPMS-Bergamo

year hosting Hippo Models from the Czech Republic and Broplan from Poland, introducing their resin and vacform models respectively, inside their stand you could also see the latest from RCR consisting of their 1/72nd resin kit of the Savoia Marchetti SM.85, released during the exhibition.

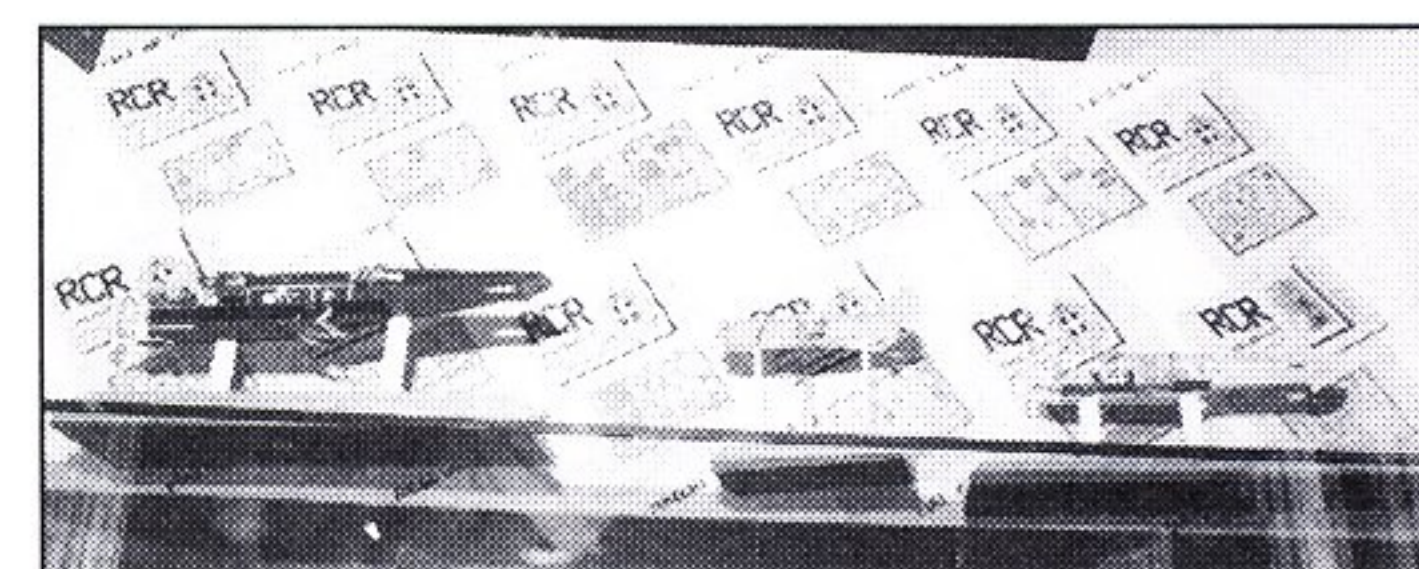
Many thanks go to Ms. Jackie Fisher, Export



This Messerschmitt Bf 109 V10 in 1/72nd scale was built by Mr Pierluigi Berrone of IPMS-Torino and it received a Special Mention in the awards



A Caproni Ca100 in 1/72nd scale which was scratchbuilt by Mr. Salvatore Di Marco of IPMS-Palermo

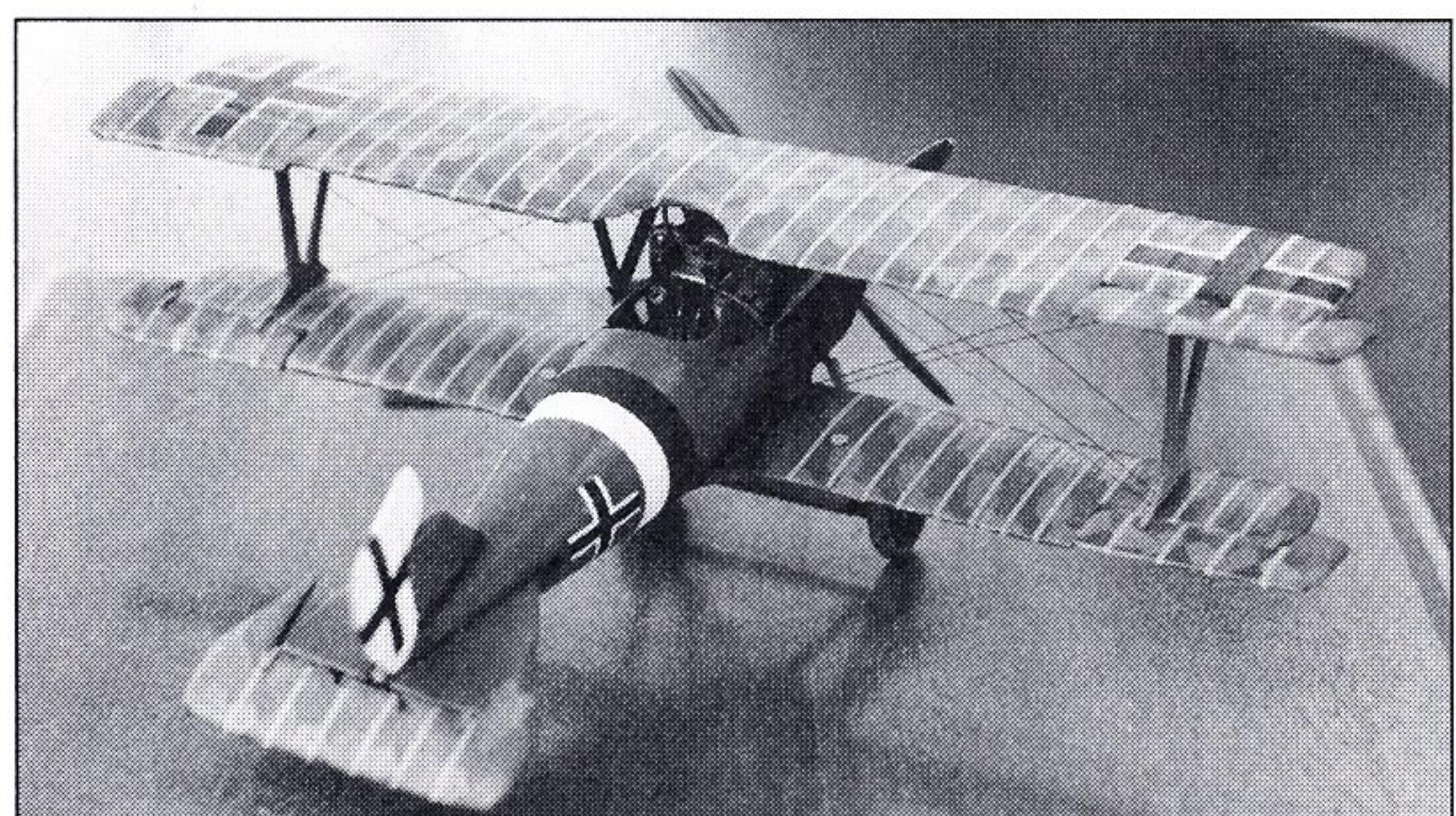


A selection of RCR photo-etched production was on show

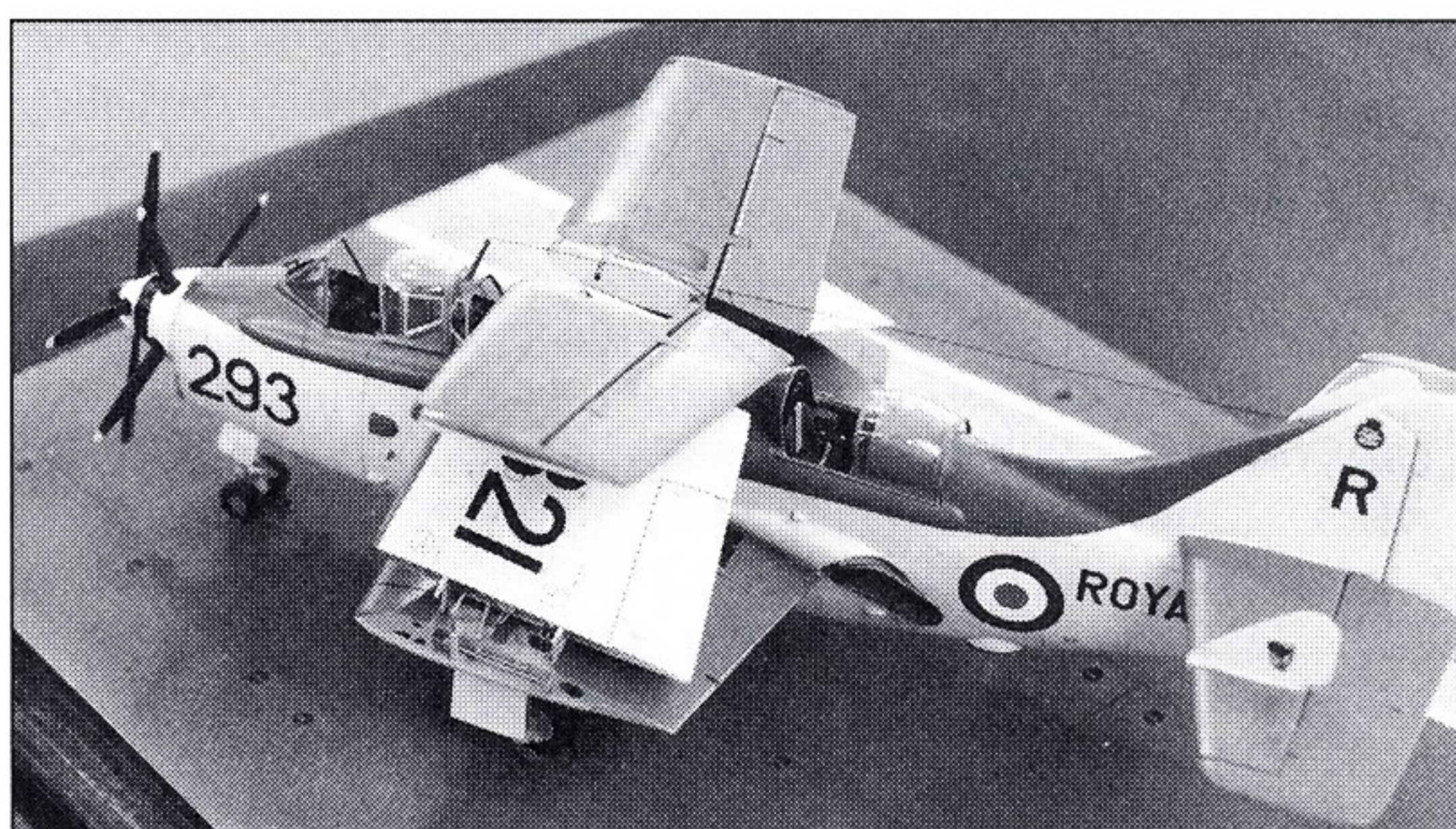
Manager of Airfix who flew out from England to attend the event, and to Mr. Agostino Bosetto, Sales Manager of Arti Grafiche Ricordi, for their support to the Nationals.

IPMS Milan renews its invitation to everybody for the next event in October 1998. This event will mark the twenty-first anniversary of our show and we all hope that the event will bring a wealth of surprises as well as being the biggest and best ever.

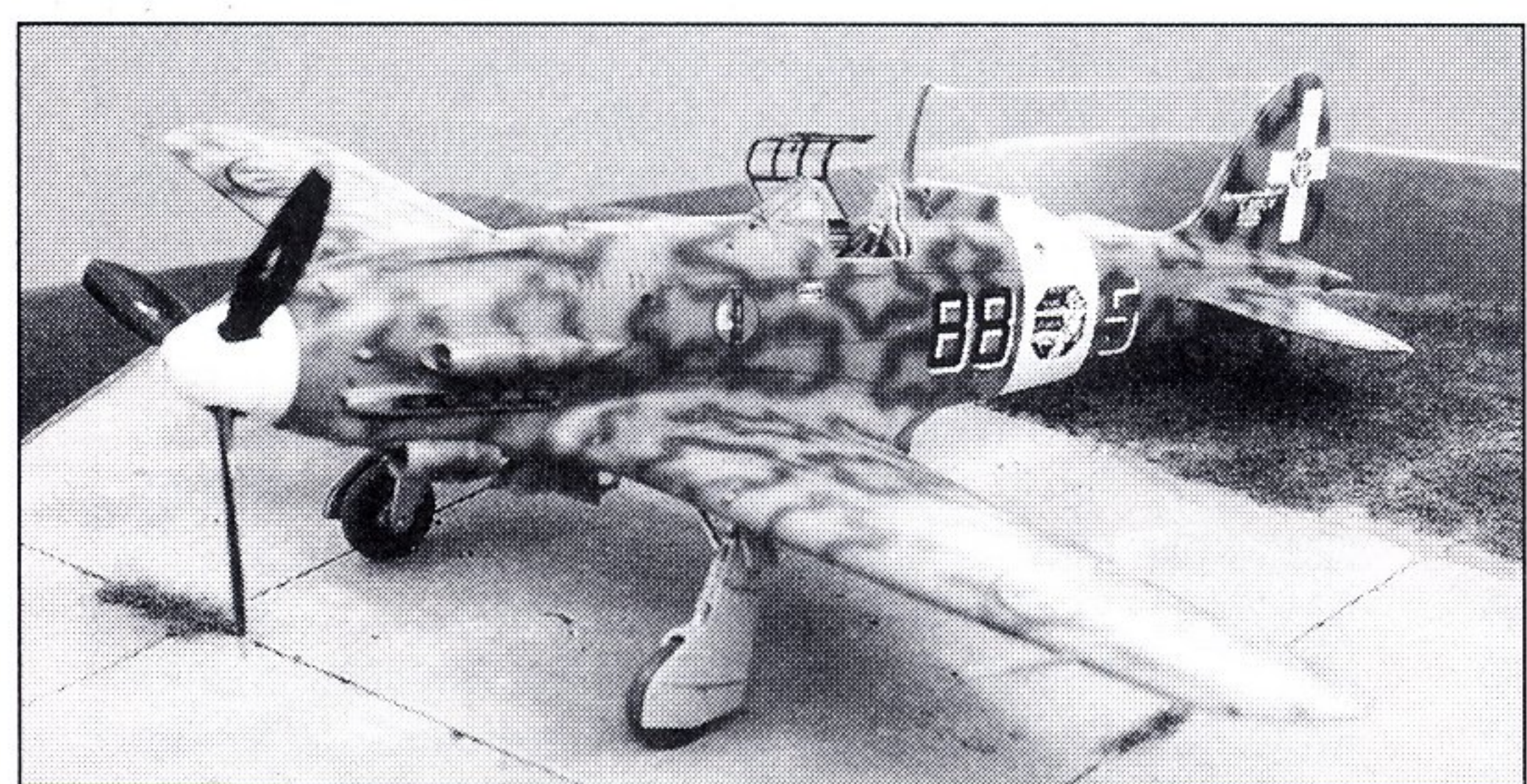
Marino De Bortoli



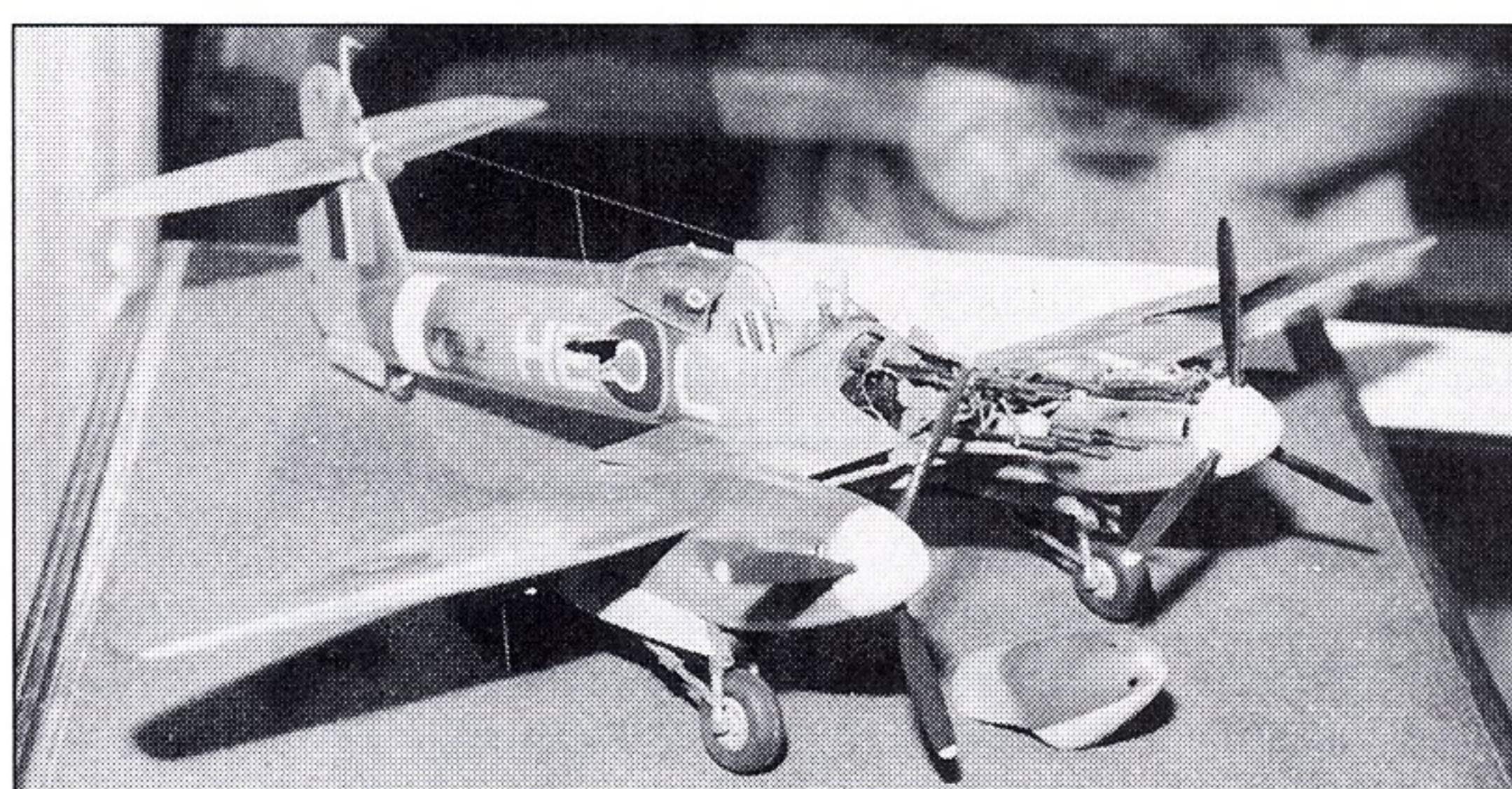
This Siemens-Schuckert D.III in 1/72nd scale was made in resin by Mr Nicolas Poncini of IPMS-Ticino (Swiss)



The winner of category A was this Frog Fairey Gannet in 1/72nd scale built by Mr Luciano Vitrano of IPMS-Torino



A Macchi M.205 Veltro in 1/48th scale, manufactured by Tauro Model and made by Mr. Italo Di Milia



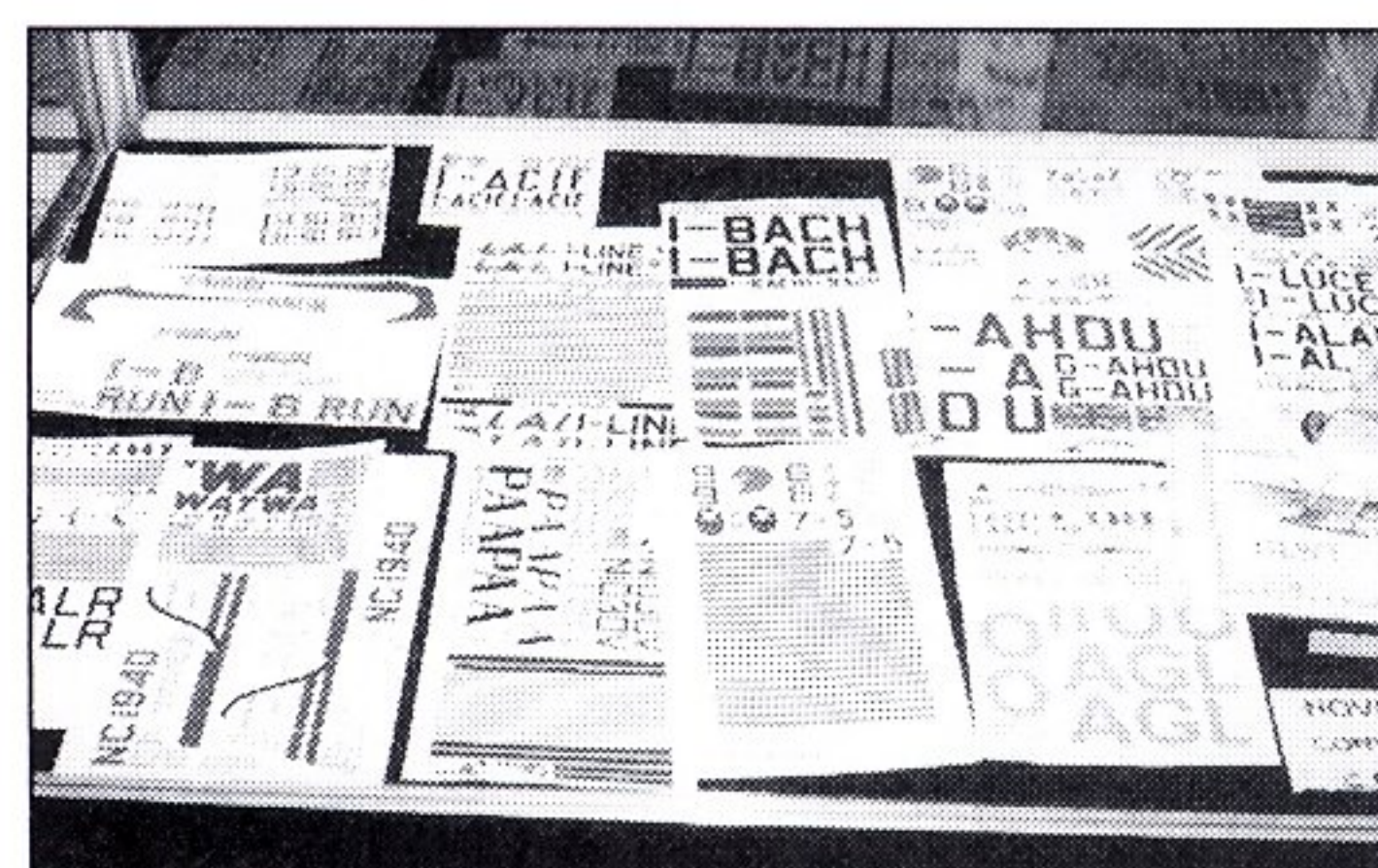
Mr Nicolas Poncini built this Westland Whirlwind in 1/48th scale from the Cooper Detail kit



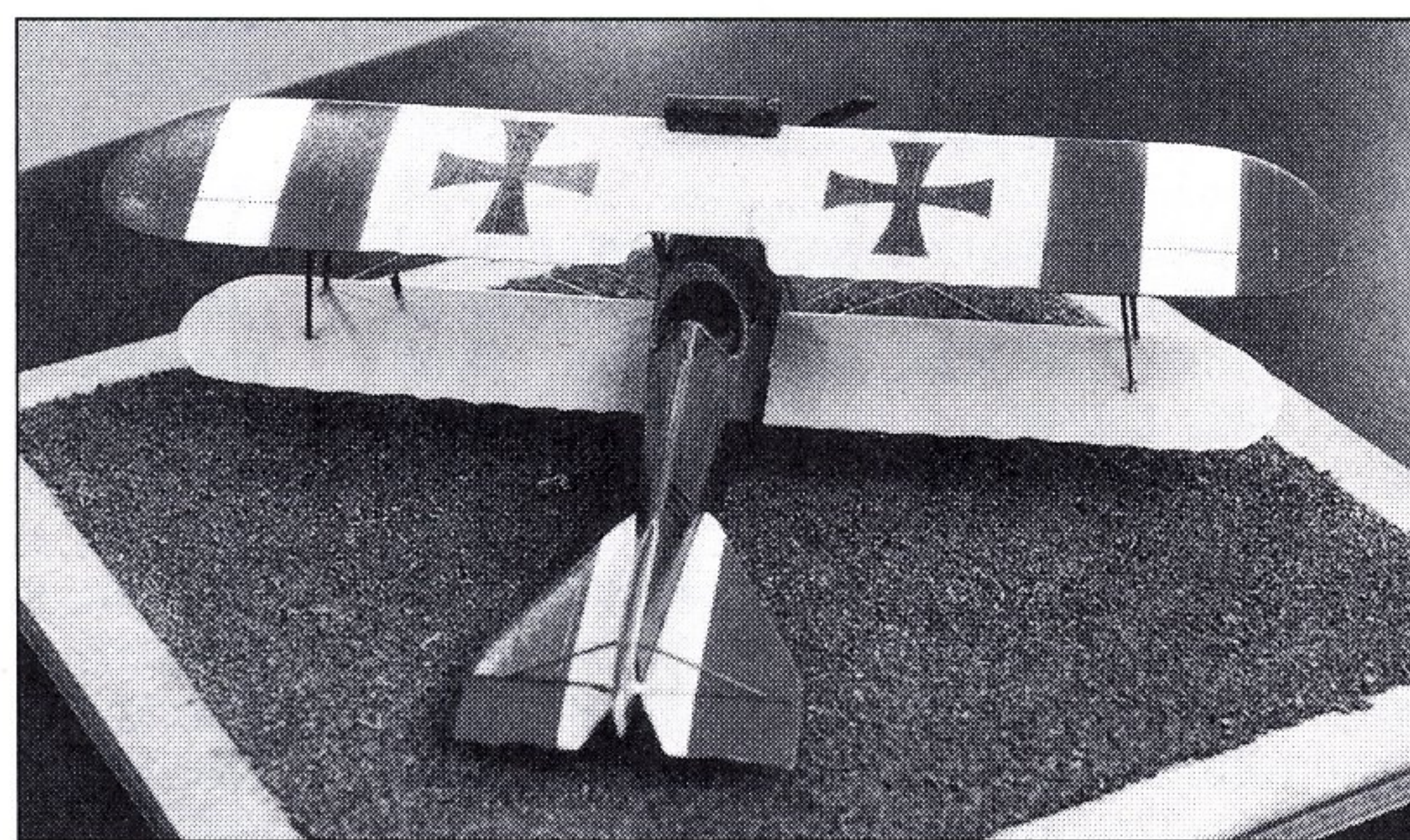
This Frog Fairey Gannet in 1/72nd was the work of Mr Luciano Vitrano of IPMS-Torino

aspect of modelling. There is not just plastic modelling, but dynamic models and model railways as well, making it the number one Italian model show with 25,000+ visitors attending. There was a good mix of clubs and trade stands, including all major manufacturers making the event a good companion to the Milan Toy Fair held earlier in the year.

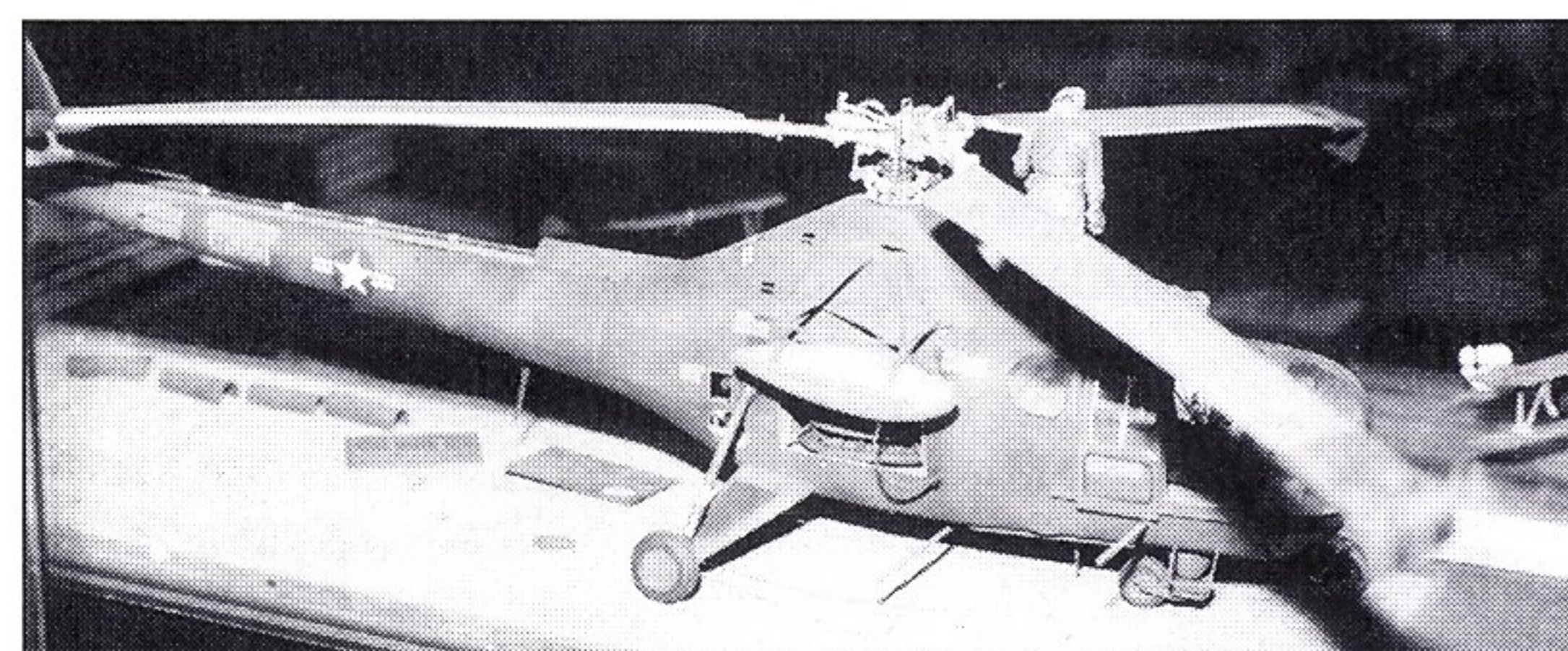
We had a really huge number of modellers attending, both singly or as members of clubs, including a delegation from IPMS-Switzerland, as we have a tradition of hosting



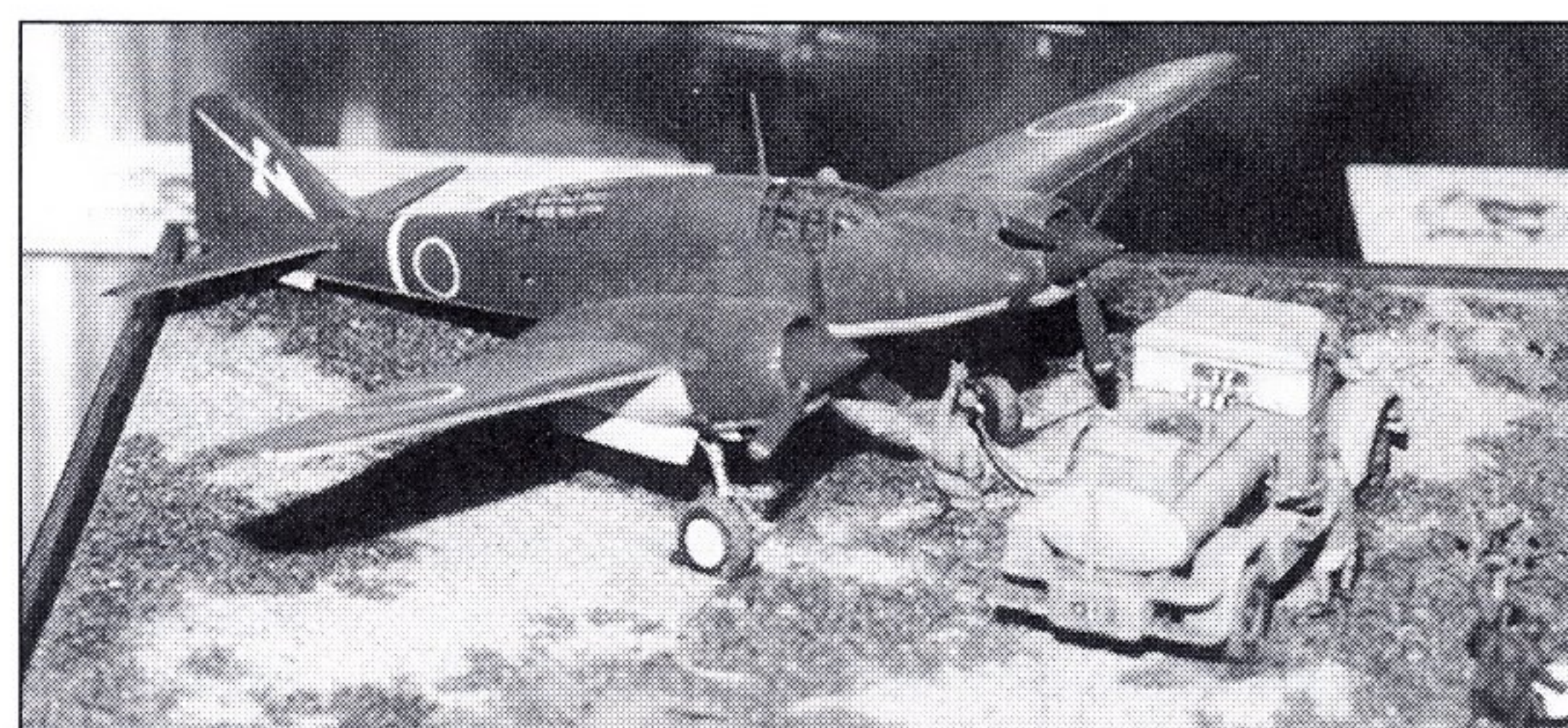
The new decal series for Italian civil aircraft on the IPMS-Milano stand. This new series is made by Mr Guido Mannone of IPMS-Milano, with the collaboration of other members within the club



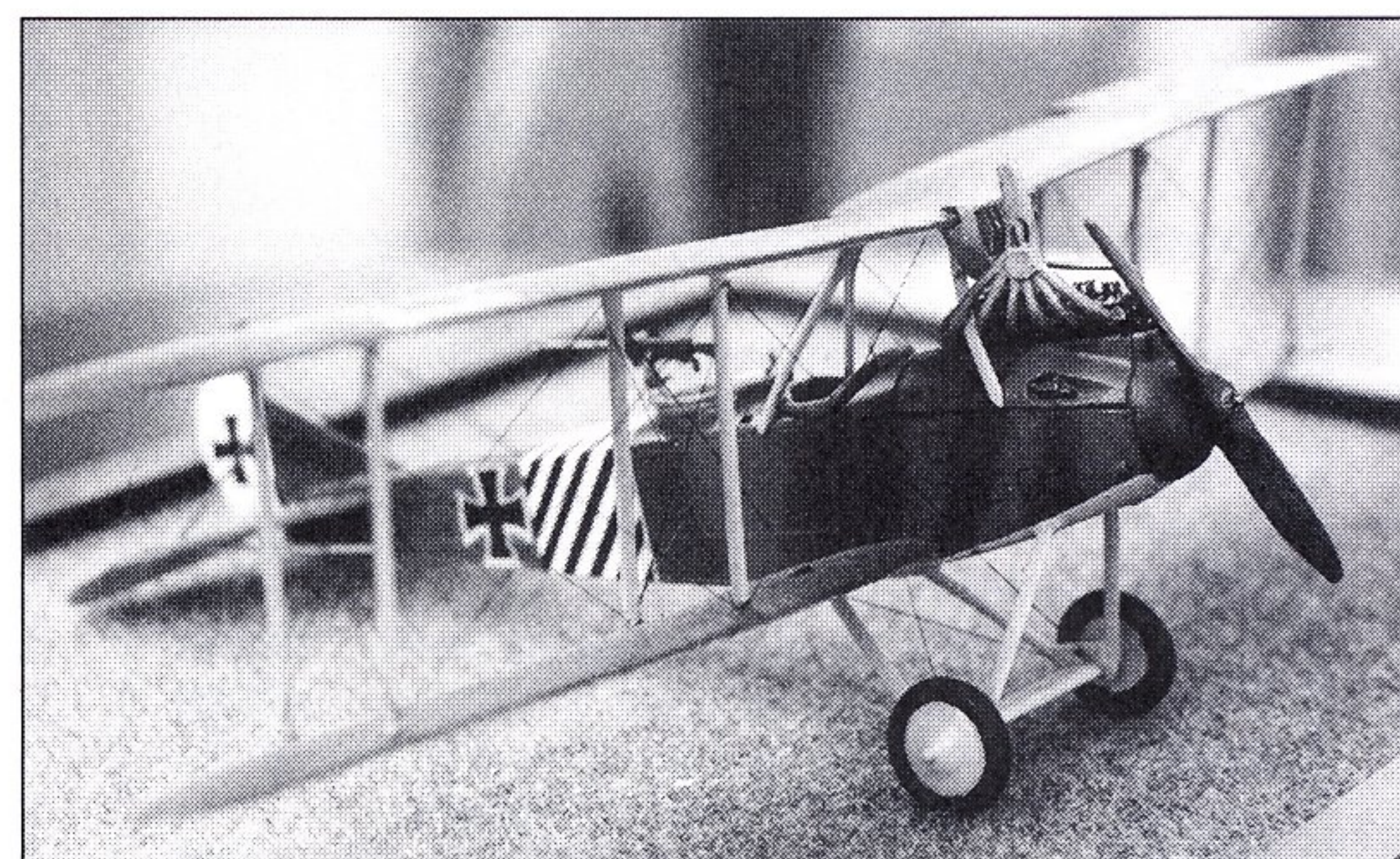
The Pegasus Phöenix D.I in 1/72nd as built by Mr Marco Bovov



This Sikorsky H-5 in 1/32nd scale is from the Combat Models vac-form and was built by Mr. Nicolas Poncini. This entry won category AB(S)



The old Airfix 1/72nd scale Mitsubishi Ki-46 Dinah was built by Mr. Fabio Balzano



Another special mention, this time for Mr Stefano Marella with his Pegasus kit of the Rumber C.IV. in 1/72nd scale

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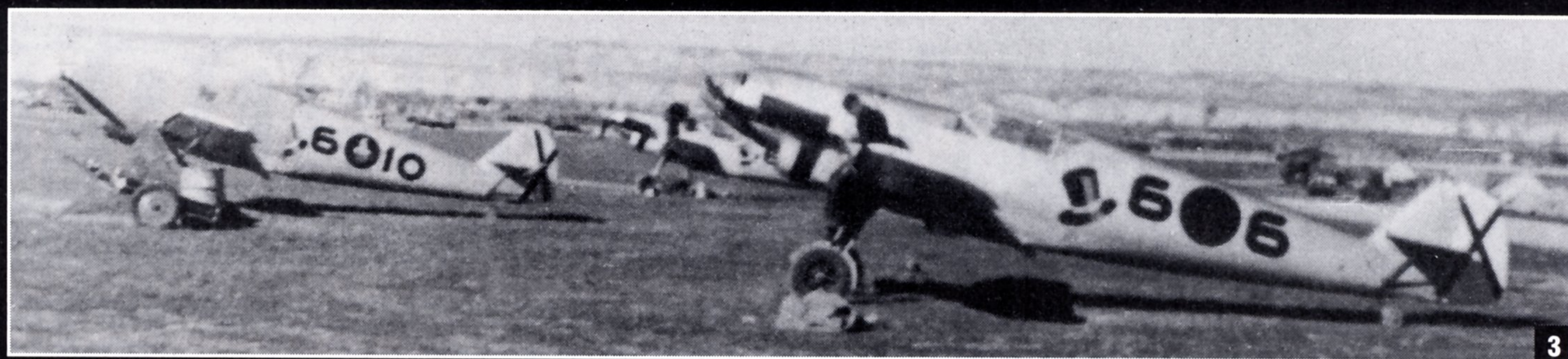
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Colour & Marking Notepad

by
Michael Payne



3

know what the motor was (a Jupiter?), but the lines of the spinner and the metal fuselage were very slim. Aft of the undercarriage bulkhead the fuselage was dull grey while the rest of the airframe appears to be silver, with standard roundels in the normal six positions. At this date rudder stripes showed blue leading. Major interplane

Speed Flight preparing for the Schneider Trophy Contest in 1929.

Photo 3

Spanish sunshine in the summer of 1937 with some of the Bf 109Bs of 2./J88 Legion Condor, probably seen here at Vitoria. These machines were among the earliest shipments to Spain. The nearest aircraft was usually flown by Franz Jaenisch, who later flew 'Yellow 8' in 3./JG2. It is now generally believed that these machines of J88 were painted in Grey 63, with pale blue 65 under surfaces. All other markings were in black or

white. The black discs on wings had white diagonal crosses and the wing tips were white. White rudders carried black crosses, obviously not always painted in a standard form. The top hat was the Staffel badge and the Kapitän at this time was Franz Lützow, later, in 1940, Kommodore of JG3 based at Desvres.

The strange white device on the black disc of 6-10 has never been explained, but I have perceived that its shape is like that of a lapel badge worn on the civilian jackets of each newly arrived Luftwaffe pilot in a photo from Jaenisch's album. Readers comments

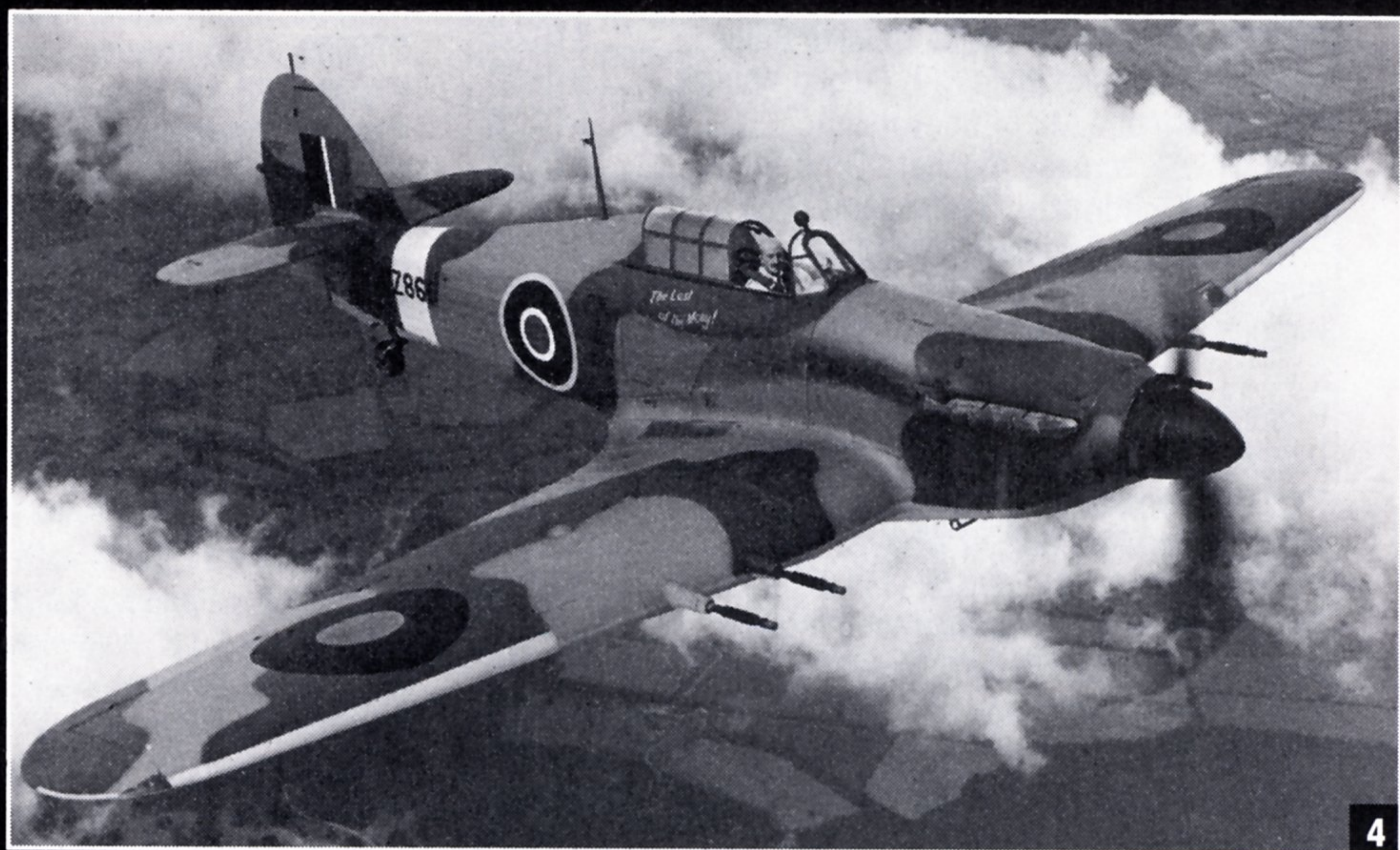


1

Photo 1

Avro Andover is a familiar name for an RAF transport aircraft. Only four examples of the Avro 561 were produced in the mid-1920s (J7261-4), the first later becoming Avro 563 registered G-EBKW. This aircraft seems to have no fuselage roundels. Overall finish was the normal silver. Mounted on the upper wing were two gravity fuel tanks. A related bomber version named the Aldershot carried fuel internally. Fifteen Aldershots served with No. 99 Sqn. from April 1924.

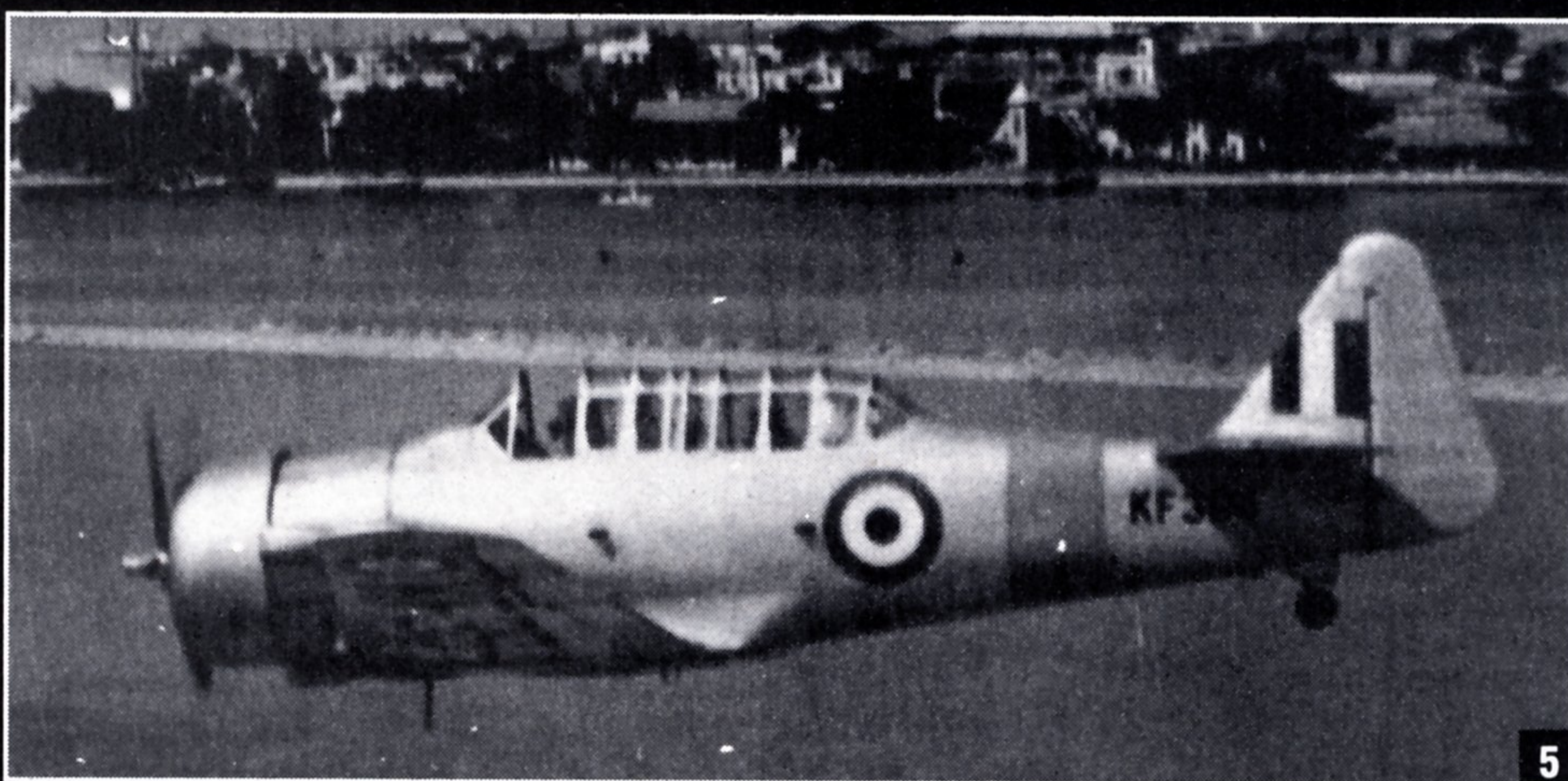
struts were silver, but the remainder seem to be black. The profiles of the tips' wing sections suggest that the lower wing had a flat undersurface, while the upper wing used a slight under-camber, an interesting aerodynamic arrangement used elsewhere. The floatplane served with the RAF High



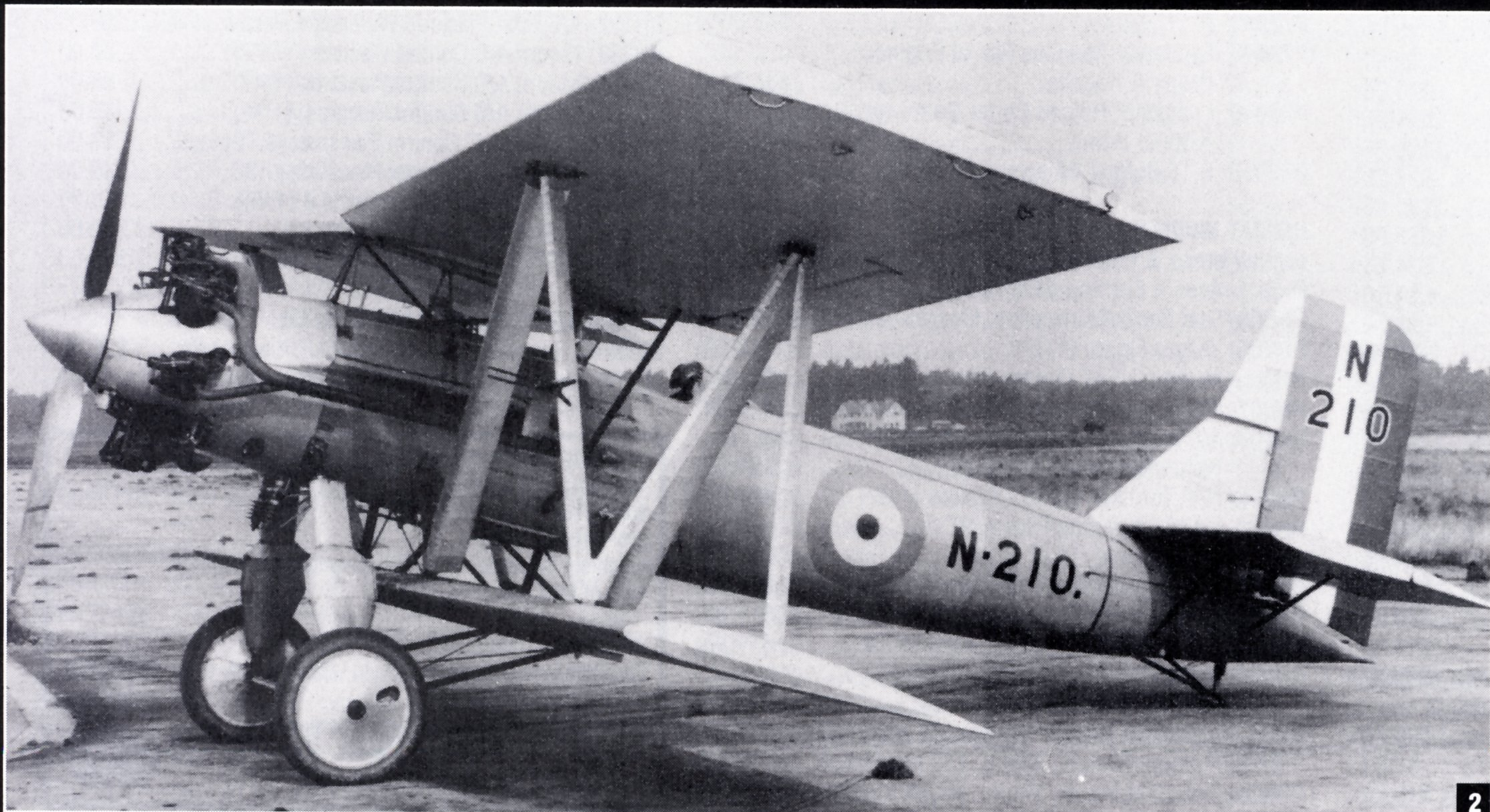
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Photo 2

This rather odd looking biplane was the Avro Avocet (a marshland bird). Two examples were built to Air Ministry Spec. 17/25, serialled N209 and N210. The latter is seen here at Martlesham Heath; N209, mounted on floats was probably at the seaplane experimental base at Felixstowe. I do not



5



2

welcome.

Modellers note the absence of radio equipment from Spanish Bf 109s until the arrival of the Emils in January 1939; also the short top stroke on the early numeral 6.

(Franz Jaenisch)

Photo 4

Apart from depicting the last built of all the Hurricanes (PZ865), this photo provides an almost perfect view of the standard camouflage scheme for modellers of the type (Dark Green, Ocean Grey and Medium Sea Grey). Note the extent of the yellow stripe along each leading edge and the location of the national markings. Under wing roundels (Type C) were 32 inches in diameter. This Hurricane later flew as G-AMAU with various finishes. The pilot here appears to have been George Bulman.

Photo 5

Suez Canal Zone during the early 1950s, with Harvard IIB JKF384 on a low level training flight for John Helliwell of the local Target Towing Flight. D Type roundels were in the new post-war bright colours, black serials on fuselage and below the wings, and the whole airframe was silver with standard 2-foot yellow trainer bands around wings and fuselage. Although there was bare metal immediately in front of the windshield, the forward cowling areas carried some anti-dazzle matt paint. It should have been black but was probably Earth or Stone which would serve equally well.

The Fleet Air Arm Museum Model Show

Date: Saturday 21st February 1998

Venue: FAA Museum, Yeovilton, Somerset

(All photos by Robert Day)



This 1/48th scale General Dynamics FB-111A, in 'Tiger Meet' markings was on display on the Torbay Military Modelling Society stand



This Heinkel He 59 Seenotdienst was built from the Aviation Usk vac-form and the Polikarpov Po-2 (Polish Air Ambulance) to its right is from the KP kit. Both were built by Doug Burchell of Sutton Coldfield Model Makers' Society



This 1/48th scale De Havilland Sea Vixen FAW.2, of No.899 NAS was built by Tony Horton of West Midlands IPMS using the Dynavector kit



This stunning 1/48th scale Douglas A-3 Skywarrior was built from a vac-form kit by Bill Allan of the US Navy SIG



ATC Thames Valley's display included this scratchbuilt Westland Westminster



This 1/72nd Republic XP-47H Thunderbolt was built from the MPM kit by Malcolm Lowe of IPMS Farnborough. A feature on building this kit appeared in April 1997 edition (See Vol 3 Iss 4 Pages 248-251)



This Macchi M-5 flying boat was on display at the IPMS Avon stand. It is probably the new Hippo Models kit (See Review section)



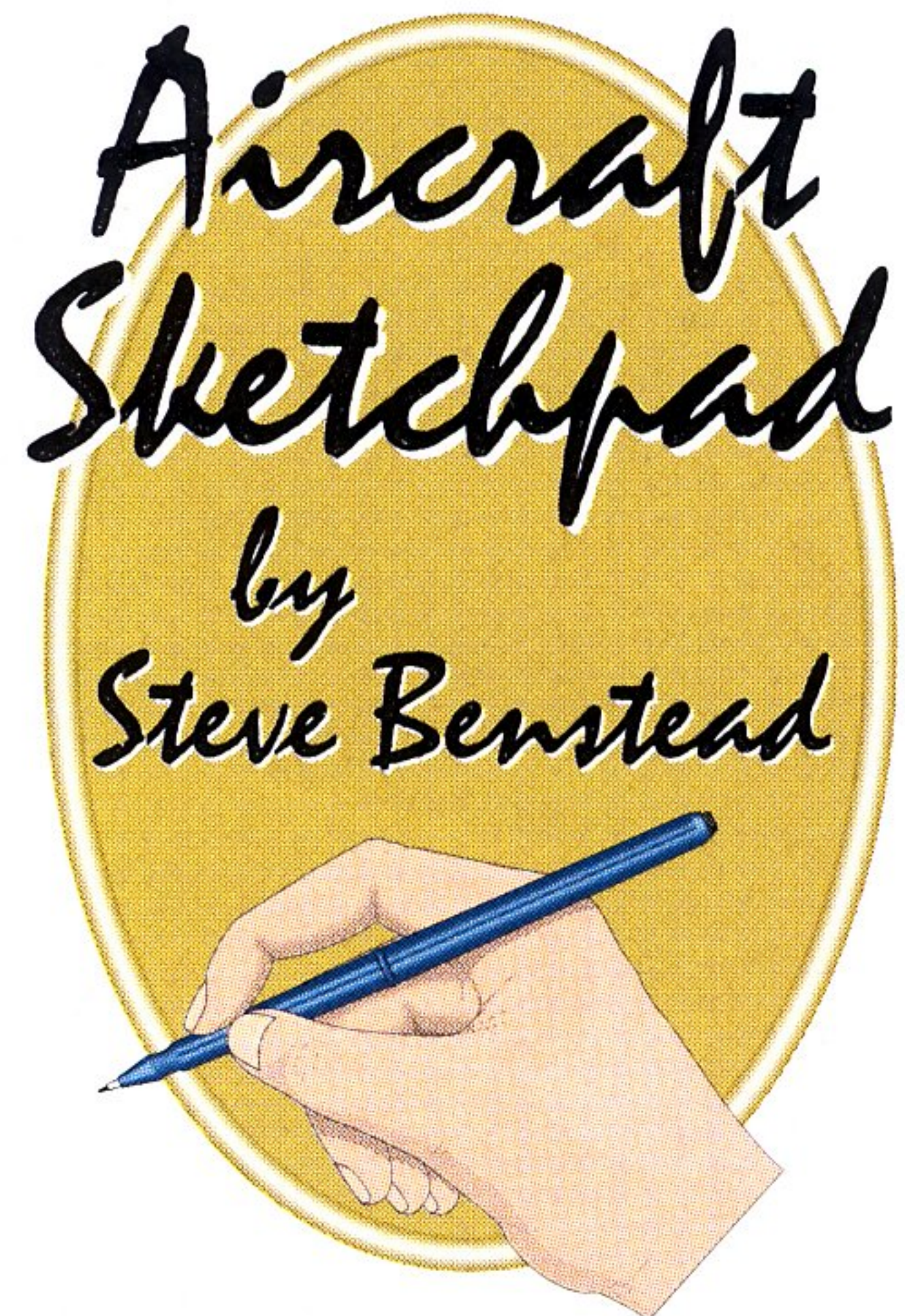
A Gee Bee racer built from the Williams Bros. 1/32nd scale kit by George Wright of the Sutton Coldfield Model Makers Society



This 1/48th scale Sukhoi Su-22 in Ukrainian Air Force markings was built from the KP kit by Tony Horton of the West Midlands IPMS



Seen on the IPMS Special Markings SIG were these Dassault Mirage 2000s in 1/48th scale which were built from the Airfix (2-seat) and Italeri (single seat) kits



McDonnell F3H Demon

Once again this month Steve Benstead has tied his interior artwork in with Richard J. Caruana's feature and takes a look around and in the McDD Demon.

Main Instrument Panel

Top right of the view is the stand-by compass. The large oval object to the left on top of the instrument panel is the optical gunsight (some illustrations and photographs show it positioned centrally, others show it offset to the left). The small unit to the right is, I believe, a UHF frequency indicator.

The main panel itself is not very ergonomic! Dominating the area is the AN/APG 51 radar scope. A shroud or boot attachment may be used in conjunction with it. The warning light/push button to the right is for the hydraulic system. The two similar buttons along the top are for the engine fire extinguisher system (left) and for activating the de-icing system (right). The 3 large dials on the left of the panel are (top to bottom) airspeed indicator, altimeter and radio altimeter. The switch above is for the navigation lights.

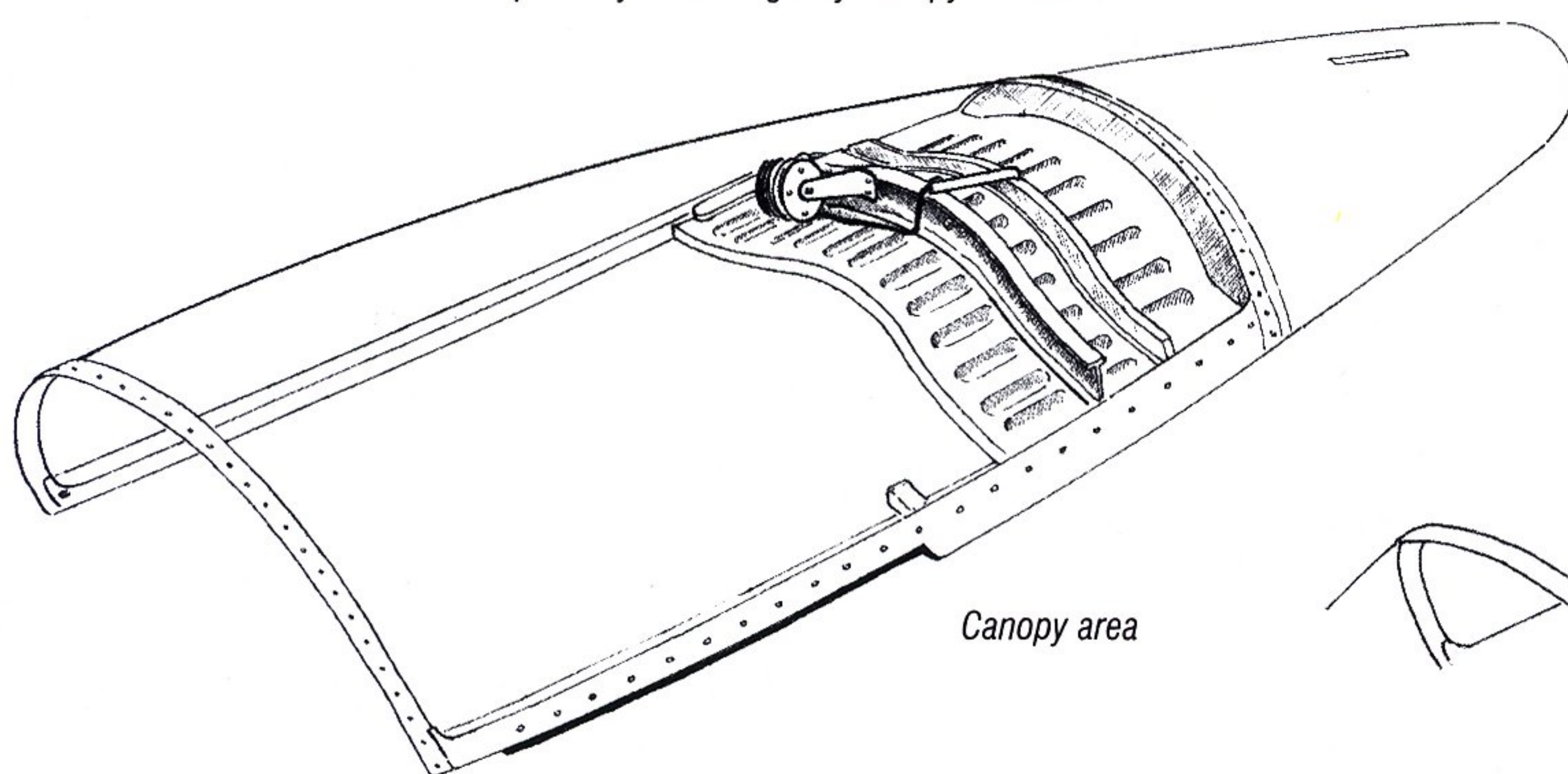
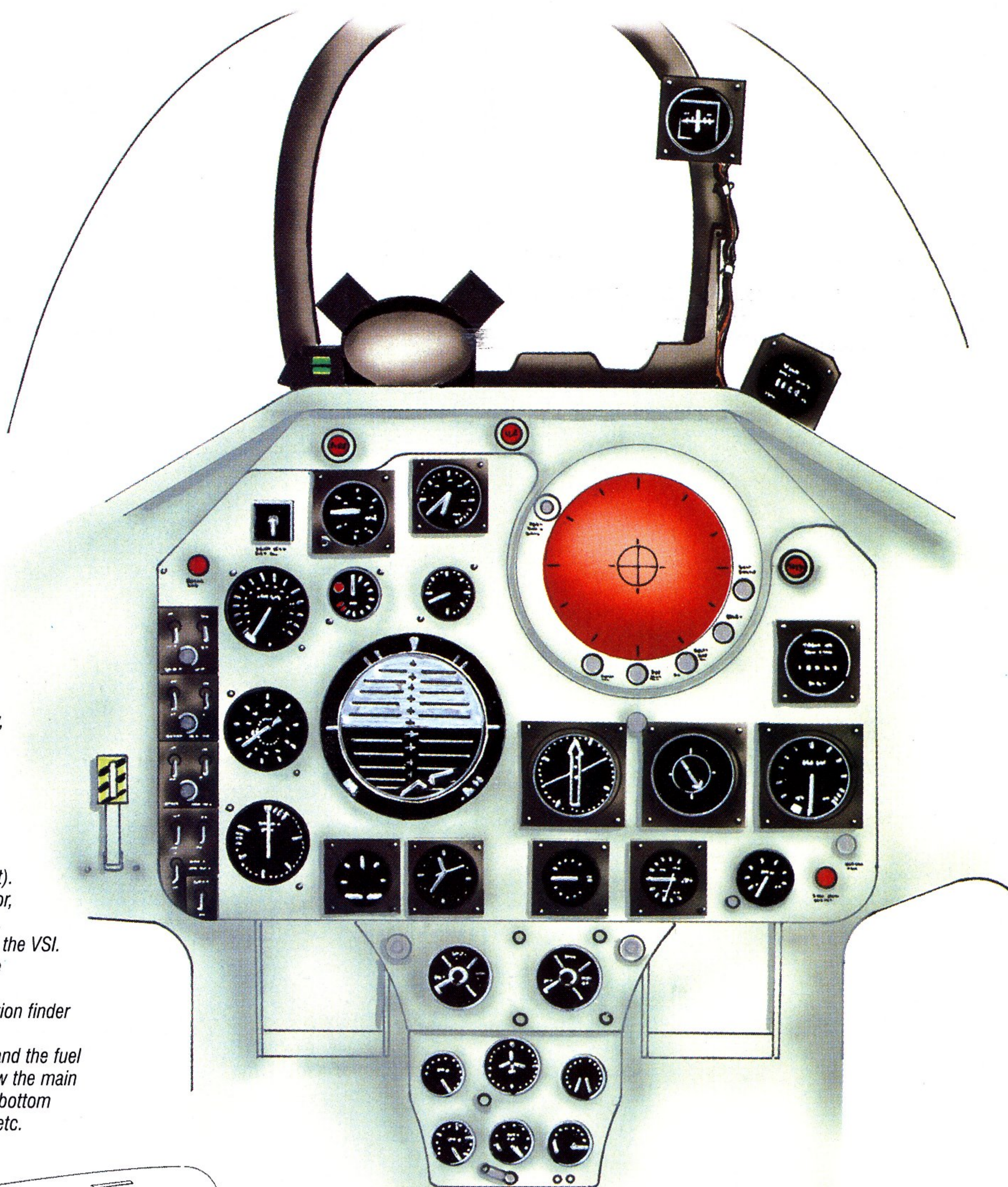
The VSI dial is below the fire warning light with the engine rpm underneath the VSI.

The artificial horizon is the largest dial (positioned centre left) with the turn and slip indicator below (left) and clock (right).

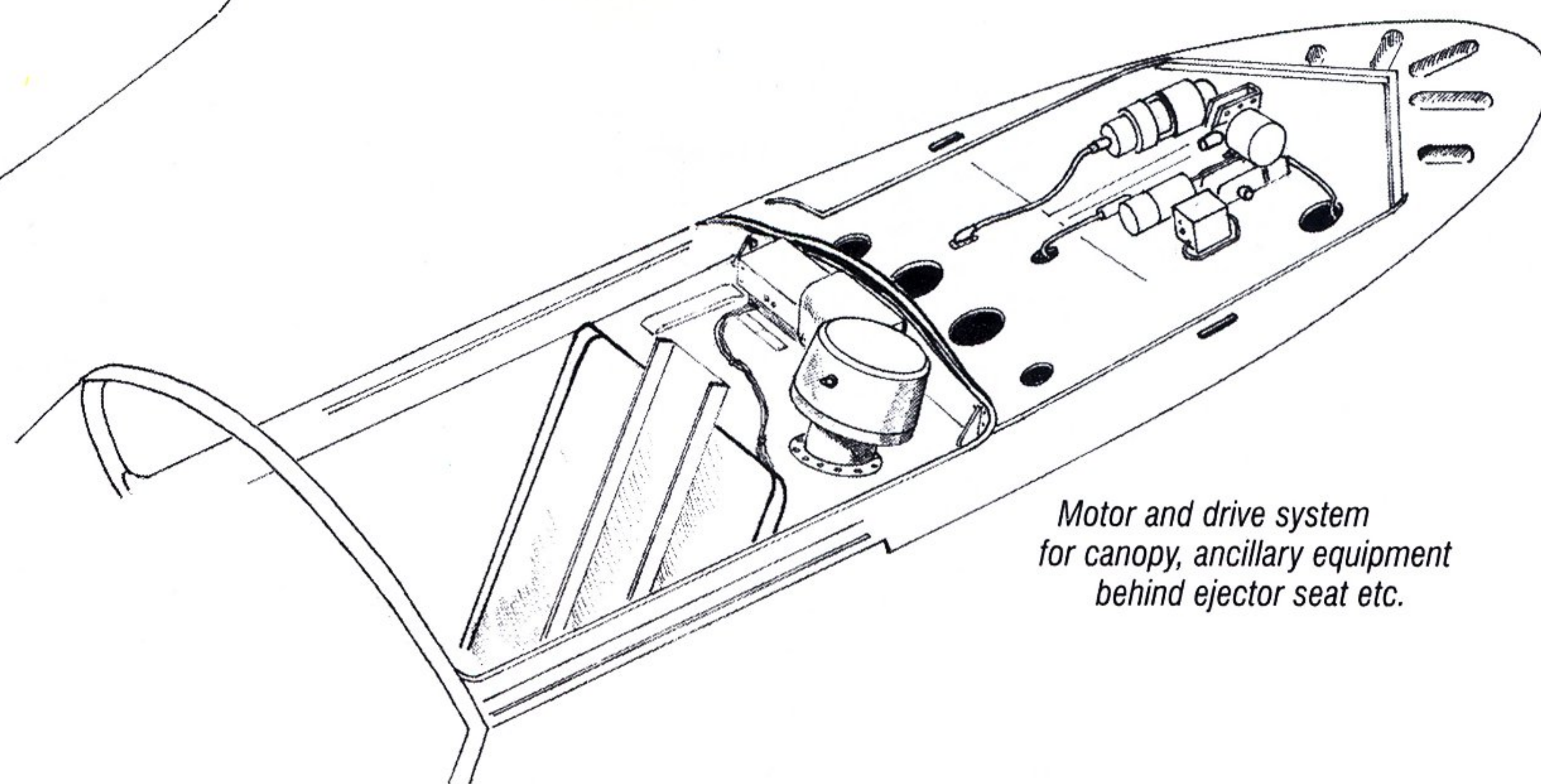
The 4 dials below the radar scope are radio compass (top left), TACAN direction finder (top right), unknown (bottom left) and accelerometer (bottom right).

Below the hydraulics warning light is the TACAN distance indicator (top) and the fuel contents gauge (bottom). The two switches on the narrow panel below the main panel are, I believe, for fuel feed cross-over, auxillary tanks etc. The bottom panel contains dials relating to hydraulic pressure, oil pressure etc.

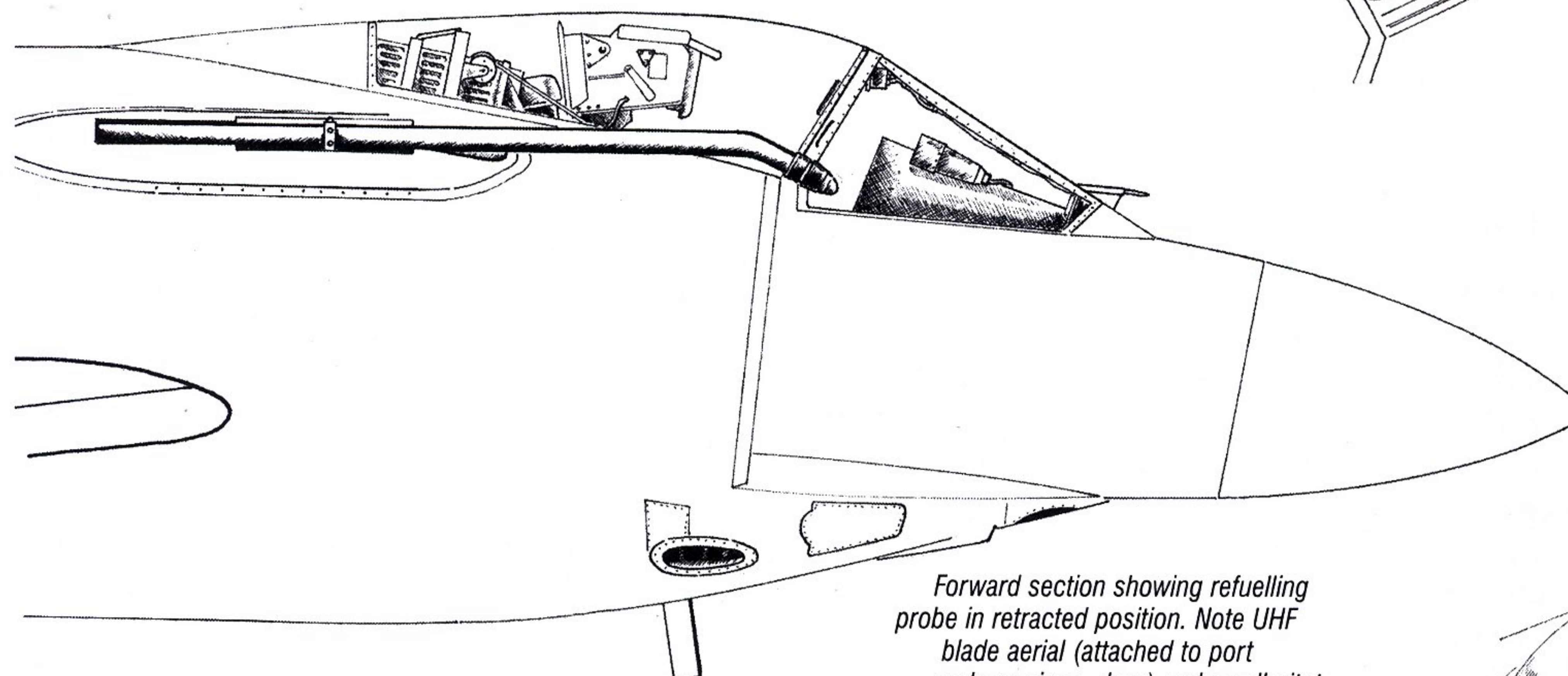
The handle is possibly for emergency canopy release.



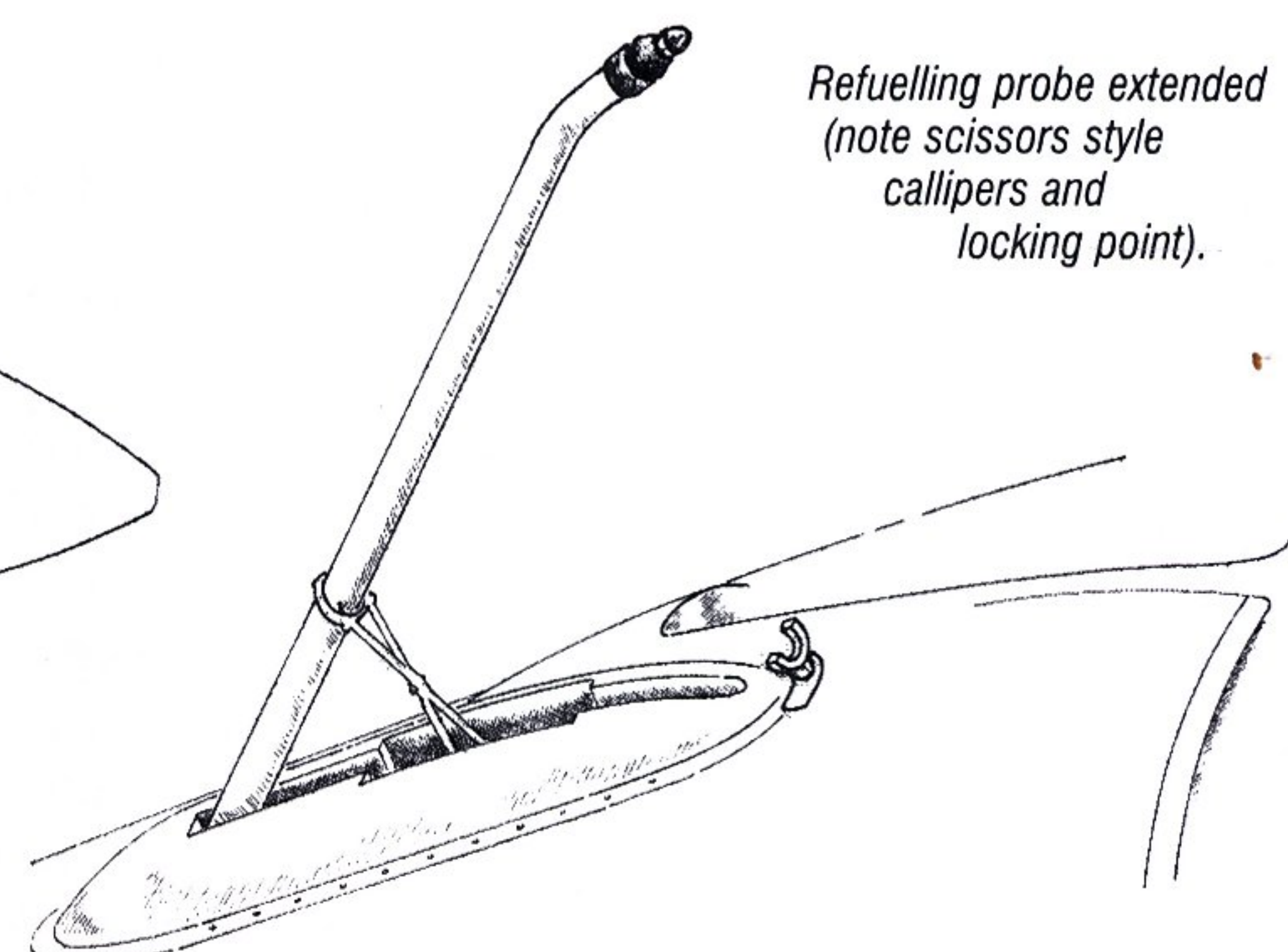
Canopy area



Motor and drive system for canopy, ancillary equipment behind ejector seat etc.

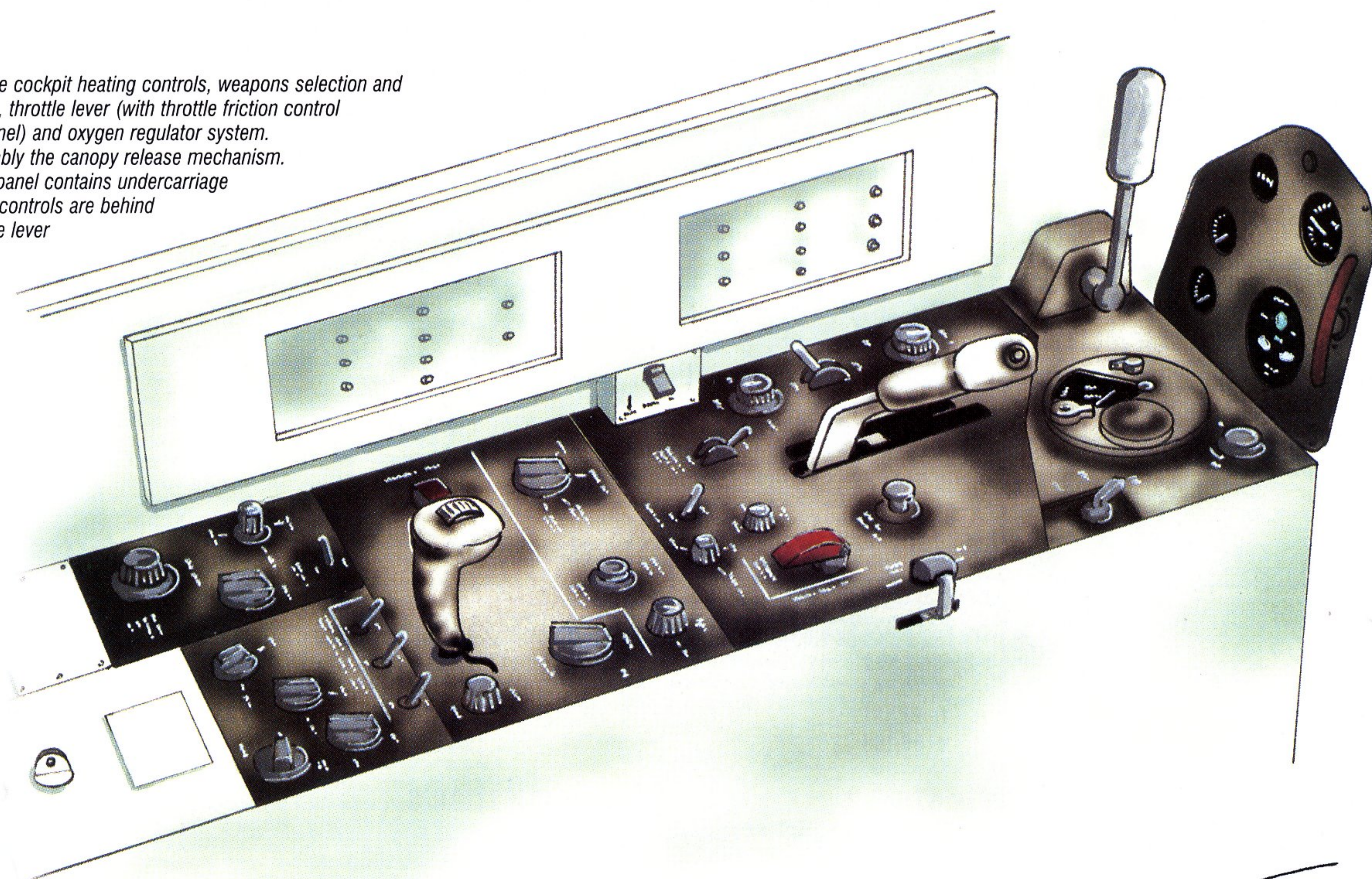


Forward section showing refuelling probe in retracted position. Note UHF blade aerial (attached to port undercarriage door) and small pitot tube at the base of the windshield.

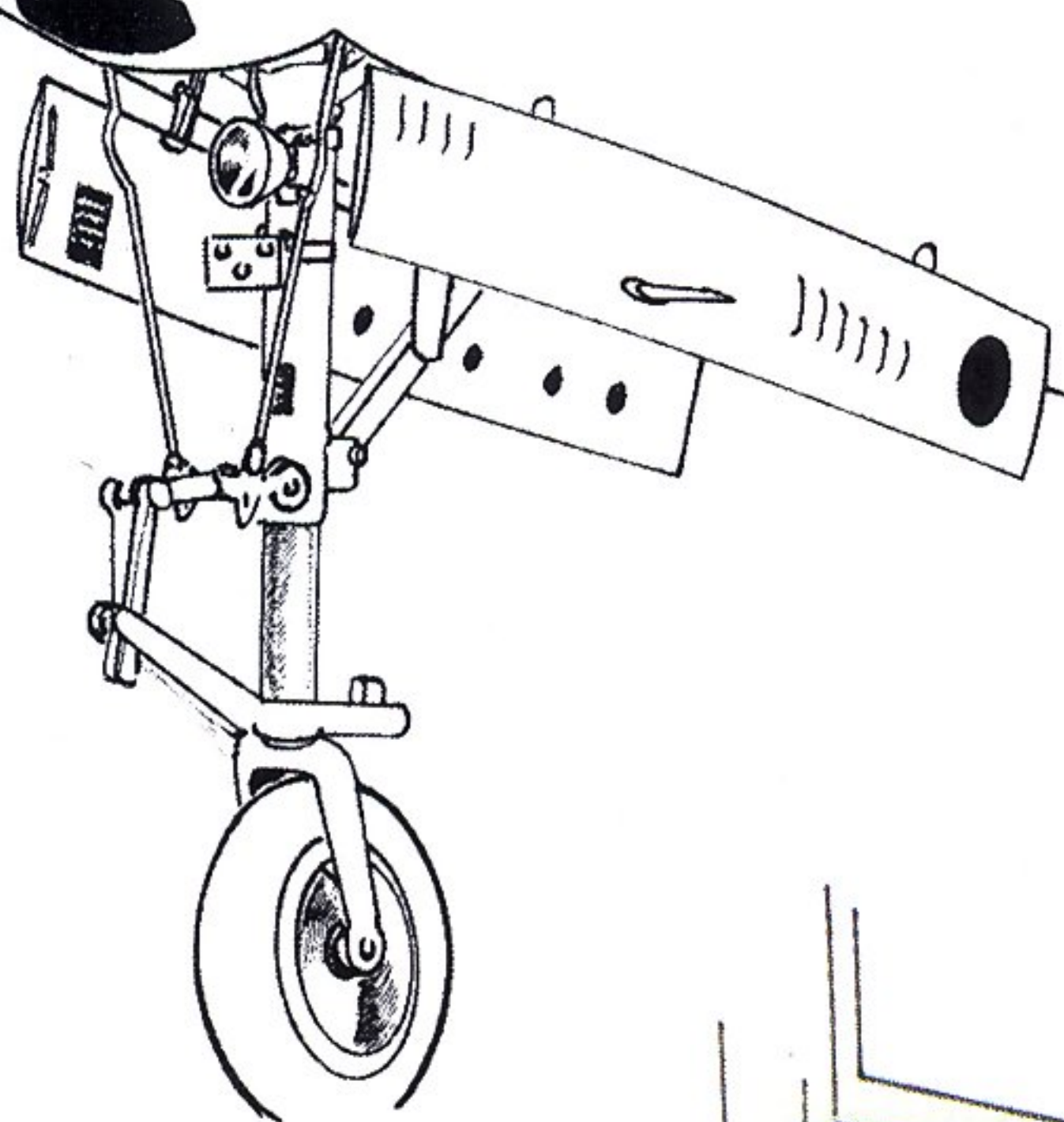


Refuelling probe extended (note scissors style callipers and locking point).

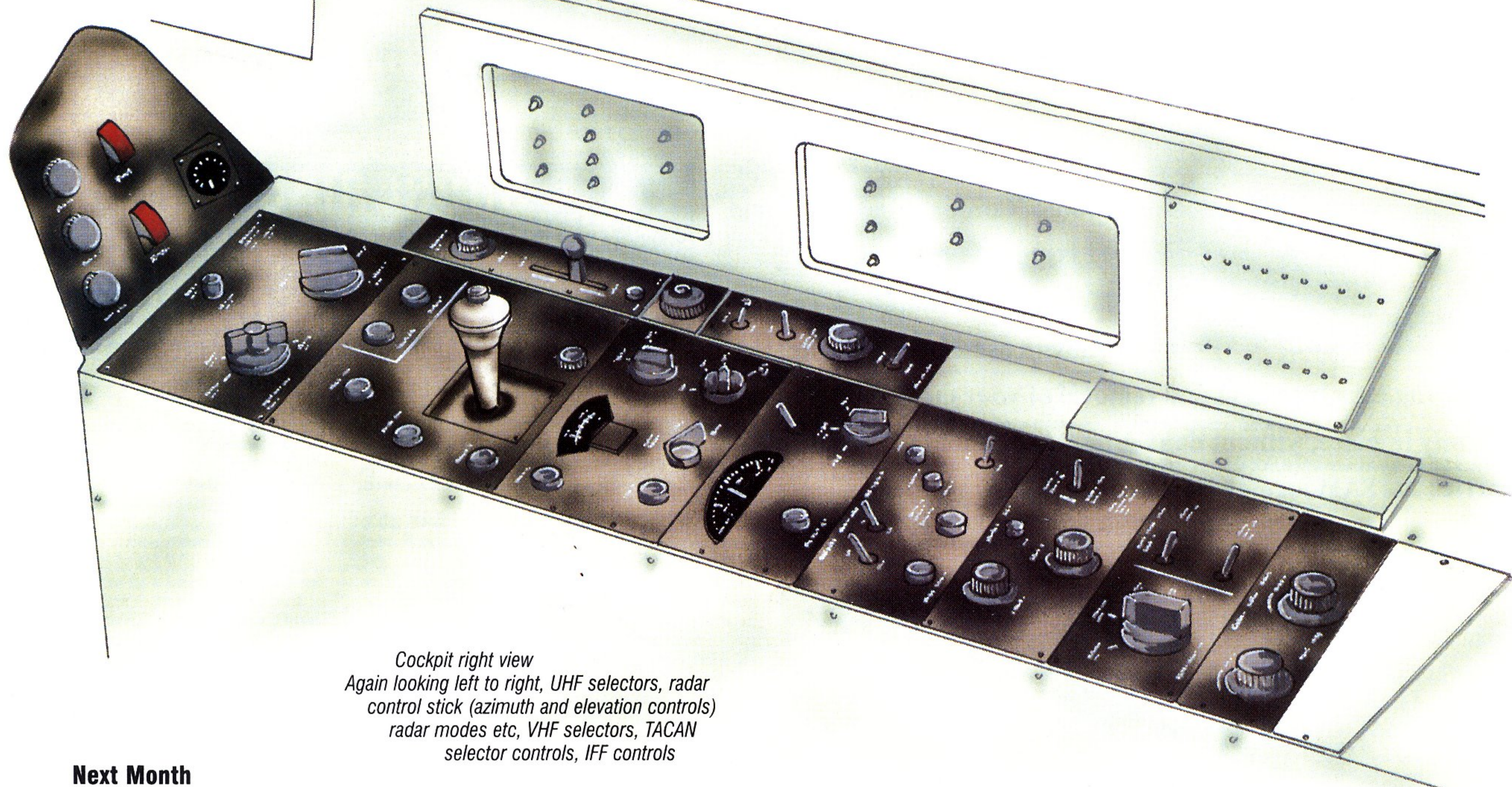
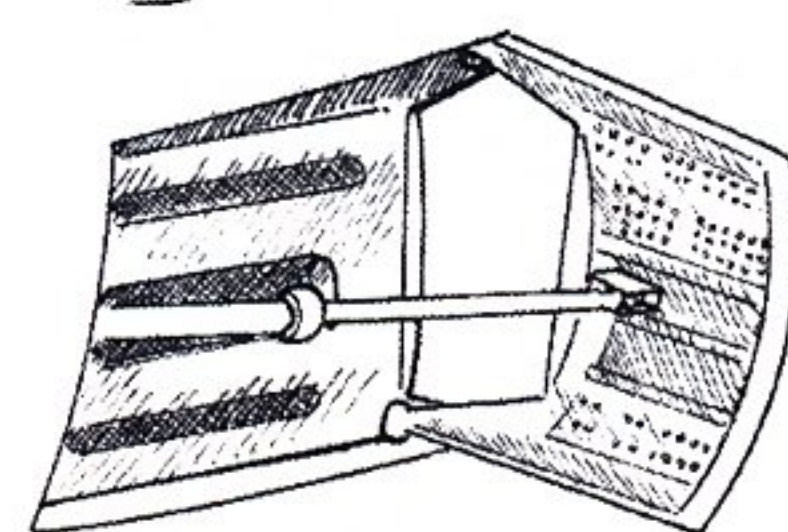
Cockpit left view
Looking left to right we have cockpit heating controls, weapons selection and target selection controls, throttle lever (with throttle friction control slider built into side of panel) and oxygen regulator system. The large handle is probably the canopy release mechanism. The small vertical panel contains undercarriage controls. Flap controls are behind the throttle lever



Detail of front undercarriage leg. This view shows the IFF unit (small transceiver front) and the TACAN receiver. Note also the offset UHF blade aerial mounted on the undercarriage door and the slots along the door. The landing alignment lights are mounted in the small box unit attached to the undercarriage leg



Rear fuselage detail showing the airbrake open. There are a large number of inlet and outlet points along the fuselage of the Demon



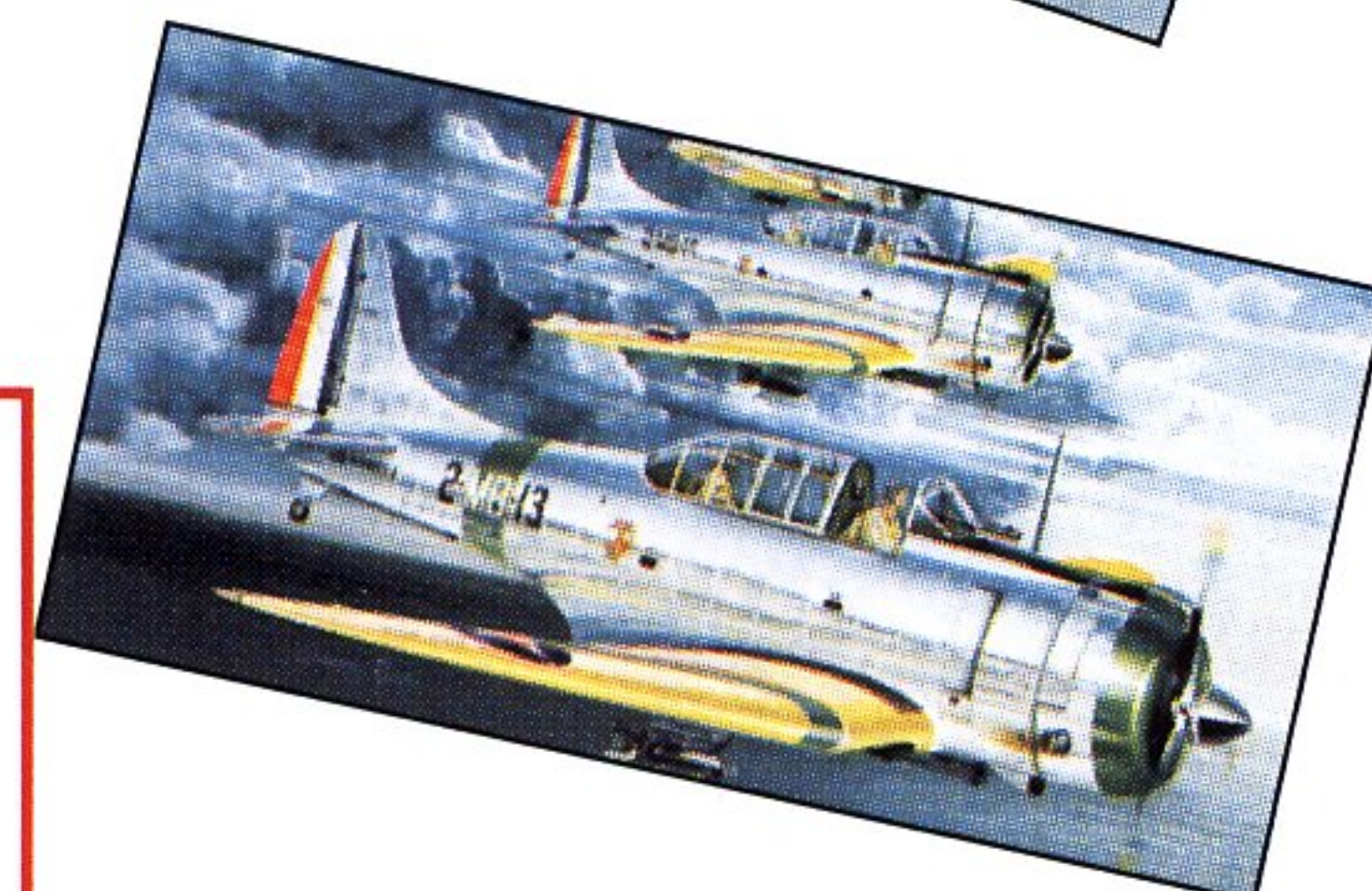
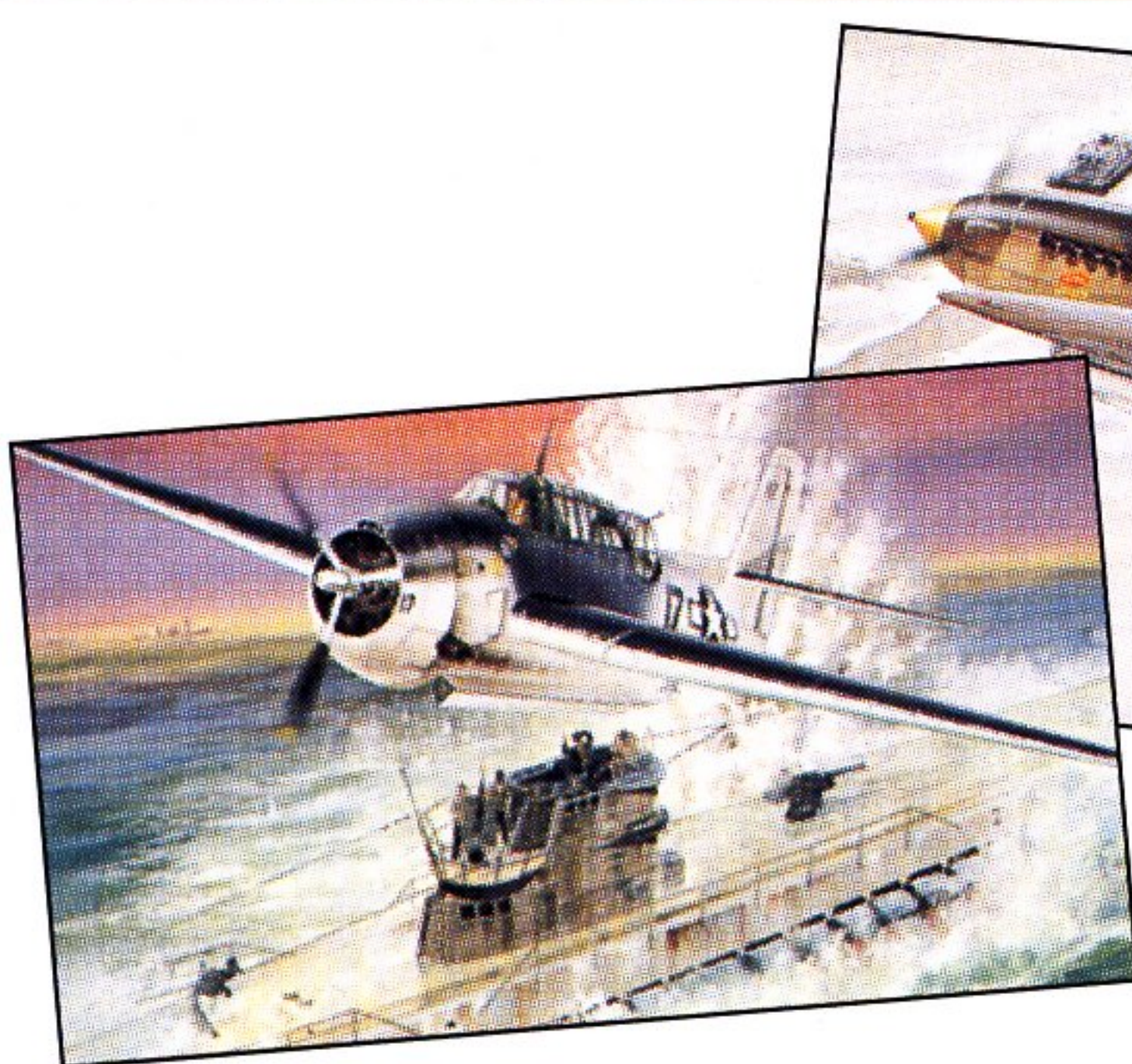
Cockpit right view
Again looking left to right, UHF selectors, radar control stick (azimuth and elevation controls) radar modes etc, VHF selectors, TACAN selector controls, IFF controls

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The Grumman TBF and TBM was named the Avenger. Why?

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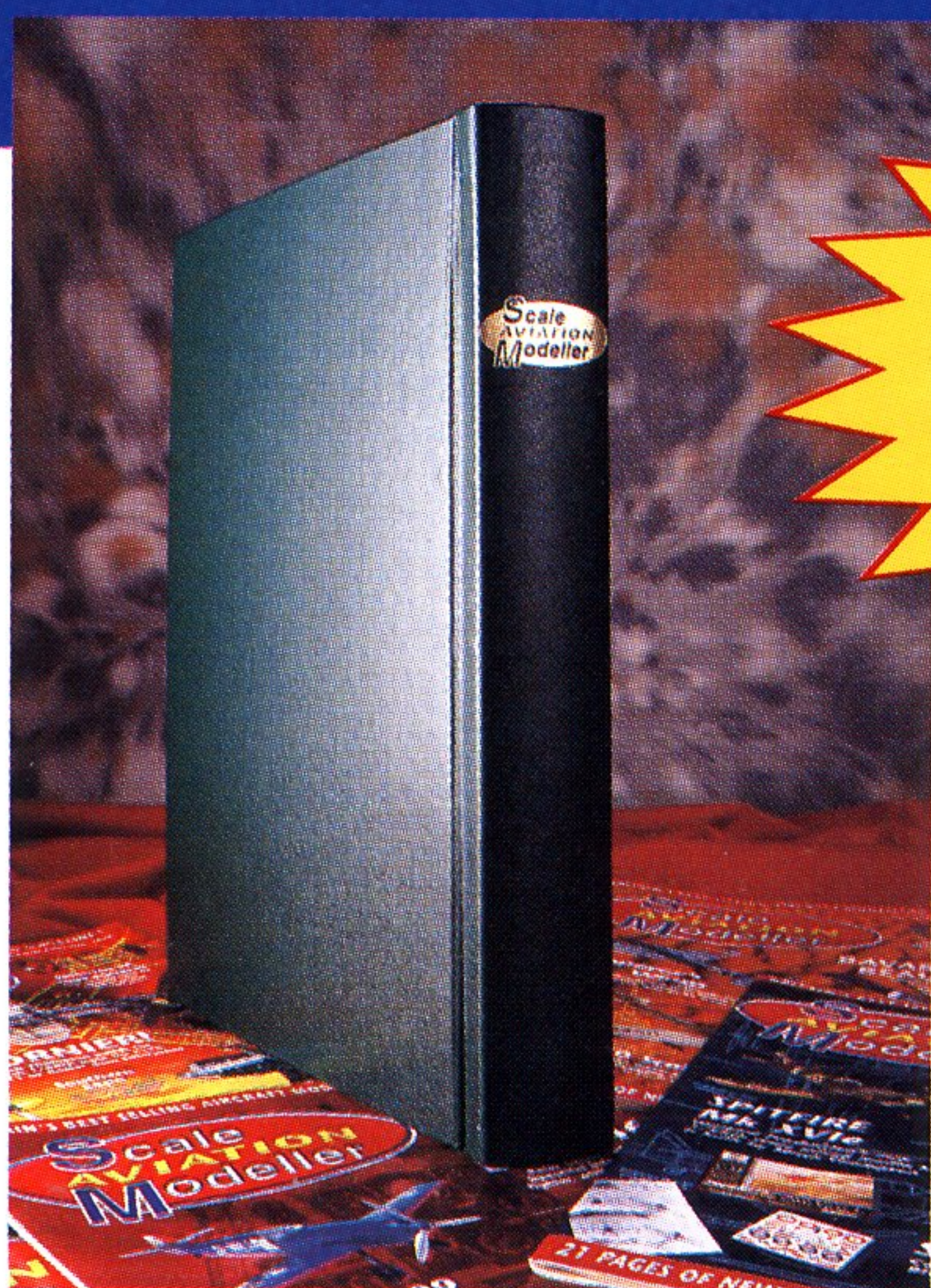
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NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW THIRD GROUP DECALS 1/72nd & 1/48th 72-018:- Messerschmitt BF-109:- JG 5 Eismeer F-4/G-6:- Hptm. Horst Carganico - II Gruppenkommander BF-109G-6 Late 1943. This aircraft carries a rather large Mickey Mouse emblem on one side of the aircraft. Colour scheme is standard RLM 74/75/76 FW. Rudolf "Rudi" Muller - 6th Staffel BF-109F-4 late 1942 - Pestamo, Finland:- Yellow 3, carries emblem of a cat forward of the front cockpit glass. Colour scheme is RLM 70/74/75/02/76. Lt Henrich Ehrler 6th Staffel - BF-109F-4 - July 1942-Petasamo, Finland:- Yellow 12, this aircraft carries a scheme ofRLM70/74/75/76.Obit. Hans Schneider, 10th Stafel -BF-109G-6- October, 1944 - Kaamanen, Finland:- Black 4, this aircraft carries a scheme of RLM74/75/76.FW. Henrich Bartels, 8th Staffel - BF-109F-4:- Black 13, this aircraft carries a scheme of RLM70/74/75/76.£4.95

72-019:-Messerschmitt BF-109:- Stab/JG 3 "Udet"- F-2/4/G-2:- Hptm.Hans von Hahn - I Gruppenkommander BF-109F-2, Wnr 5458 - July,1941- Eastern front. Colour scheme is RLM74,71,75 and RLM76. Hptm. Kurt Brandle - I Gruppenkommaueur BF-109F-4, Wnr 13387 - August, 1942, Frovlov (Stalingrad)-Eastern Front. Colour scheme of RLM02/70/74/75/76, unknown style of spinner, Yellow fuselage band and probable lower engine cowlng and lower wingtips.Obst. Wolf-Deitrich Wilcke - Kommodore BF-109G-2/E6 - Late 1942- Eastern Front:-Colour scheme is RLM74/75/76 with RLM 02/70/74 Motling, RLM780 spinner,yellow lower engine cowlng,lower wingtips, and fuselage band. Heavy exhaust stains were present along the wingroot.III Gruppe Technical Officer BF-109F-4 - Eastern Front:-Colour scheme is RLM 70/74/75/79/78 with RLM 02/70/74 motling, RLM70 spinner and swatch on theupper cowlng, RLM79 canopy framework,RLM74 supplementray windscreen armour,yellow fuselage band and possible yellow lower engine cowlng and wingtips.I Gruppe Technical Officer BF-109F-4/R-1, unkown Wnr, Summeer,1942-Southern Russia:- Colour Scheme is RLM70/74/79/78,yellow or RLM76 tipped white/black spinner,yellow lower engine cowlng,RLM74 supplementry windscreen armour and windscreen frame.RLM79 canopy frame,probale yellowfuselage band and lower wingtips£4.95

72-020:-Messerschmitt BF-109F-2/4/G-2 JG-52 -Obit.Herman Graf- (Staffelkapitan BF-109G-2,WNr 13531-September,1942-Russia:- Yellow 1:- Colour Scheme is RLM74/75/76 with heavy RLM74/75 from mid fuselageto the tail.Yellow or RLM70/Yellow halved spinner with RLM70 backplate.Forward panel of two panel yellow fuselage band overapnited with fresh(darker)RLM74,Probale yellow lower engine cowlng and lower wingtips.Hptm. Karl-Heinz Leesmann- I Gruppenkommandeur BF-109F-2, Wnr 8155 - July,1941- Holland. Colour scheme is RLM74/75/76 with RLM02/74 or 74/75 motling,yellow engine cowlng and rudder.Hptm.Helmut Bennemann - I Gruppenkammandeur BF-109G-2/R6 - Russia:- Colour scheme is RLM74/75/76 with white/balcked halve or quarterd spinner with RLM70 backplate,Yellow fuselage band and probable lower wingtips.O.Obit.Guntehr Rall- 8.Staffelkapitan BF-109G-2 - Russia,Black 13:-Colour scheme is RLM74/75/76 with RLM70 or 1/3 white-RLM70 spinner,RLM76 wingroots,yellow fselage band and probable lower wingtips.Obit.Johannes Steinhoff - 4.Staffelkapitn BF-109F-4- Russia:- Black 1:-Colour Scheme is RLM74/75/76 with probable RLM70 spinner,yellow engine cowlng and lower wingtips,yellow double fuselage band,red rudder trim tab.£4.95

72-021:-I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-6/7:- Obit.Rudiger von Kirchmayer - 6th Staffel FW-190A-6 , Wnr unkown, Stormede,Germany - May 1944:- Red 13:-Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowlng,baick exhaust panels,and probable red trim tabs.Hptm.Al;fred Grislawski - 1./Staffelkapitan - FW-190A-7,WNr 430965 Dortmund,Germany - January 1944:-White 9:- Colour Scheme is RLM74/75/76 with white spinner,baick exhaust panels,yellow or (red) lower engine cowlng and soft edged lower wingtips,RLM76 wingroots,and probably red trim tabs,RLM76 wrap onto upper wing leading edge.Maj.Heinz Bar - II Gruppenkommaueur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944:- Red 13:- Colour scheme is RLM74/75/76 with RLM75 upper engine cowlng and forward area of gun cowlng,white spiraled RLM70 spinner,yellow lower engine cowlng,baick exhaust oanel matting(probable),red fuselage band.Unkown pilot - 2nd Staffel FW-190A-7,WNr 430352 Dortmund,Germany - April 1944:- Black 3:-Colour scheme is RLM74/75/76 with red or RLM70 spinner,black cowlng ring,black/white striped nose,baick exhaust panels,RLM76 wingroots,and red trim tabs.£4.95

48-024- Focke Wulf FW-190A-4/6 I/JG 1:-Lt.Eberhard Burath - I Geruppe Adjutant FW-190A-4,Wnr 581 Holland,Spring 1943:- Balck <I:- Colour Scheme is RLM74/75/76 with light RLM74 mottling on the fuselage and vertical tail,Red or RLM70 spinner.Balck and white stripped engine cowlng with yellow lower engine cowlng,Balck exhaust panel matting with white edge on the upper flash.Lt.Heinz-Gunther Luck - 1st Staffel - FW-190A-6,WNr unkown Deelen,Holland - September 1943, White 9:-Colour scheme is RLM74/75/76 with black spiraled white spinner,black cowlng ring,black and white checkered engine cowlng,yellow engine cowlng, and wavey wing leading edge demarcation.Unkown pilot - 1st Staffel FW-190A-4,WNr unkown Deelen,Holland - April 1943:- White 8:- Colour scheme is RLM74/75/76 with RLM02 speckling along the sides of the upper fuselage,White spinner and engine cowlng with yellow lower engine cowlng,Balck exhaust panels,possible dirty white or yellow rudder with heavy mottling. Fw.Fritz Husser - 1st Staffel FW-190A-4, WNB 583 Deelen,Holland - April/May 1943:- White 10:- Colour scheme is RLM74/75/76.white spinner and engine cowlng with yellow lower engine cowlng,baick exhaust panels.RLM76 trailing wingroots. £4.95

48-025 - Focke Wulf FW-190A-4/5 in Holand:- Lt.Rudgiger von Kirchmayer -Tcehnical Officer FW-190A-5, Wnr Unkown Holland - Spring 1943:-Black <O:-Colour is RLM74/75/76 with RLM02/70/74 mottling on fuselage and vertical tail.Green-Tipped RLM70 spinner,Red or Yellow lower engine cowlng,Black Exhaust panel matting and possibly the wingroots as wells,White outline upper wing and fuselage wing wing crosses.Unkown pilot - 4th Staffel FW-

190A-4, Wnr 526 Holland 1942;White 10:- RLM74/75/76 with extened yellow engine cowlng,black exhaust oanel, and RLM02 fuselage mottling,The RLM70 spinner may have ahd white tip.Camouflage on the cowlng extends downwards to enhance the vizual contrast of the Tatzelwurm.Unkown pilot - 6th staffel FW-190A-4,WNr unkown Leeuwarden,Holland - March 1943:- Yellow 10:-Colour scheem is RLM74/75/76 with RLM74 fuselage spine.Balck exhaust panels,yellow rudder,and red trim tabs.Probable yellow tipped RLM70 spinner and yellow lower engine cowlng.Fw.Kormer - 5th Staffel FW-190A-4,WNr 7032 Woensdrecht,Holland - January 1943:- Balck 10:- Colour scheme is RLM74/75/76 with red tipped RLM70 spinner ,extended yellow lower engine cowlng, and red trim tabs.Right side of fuselage of fuselage apparently sprayed with RLM75.£4.95

48-027:-I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-6/7:- Obit.Rudiger von Kirchmayer - 6th Staffel FW-190A-6 , Wnr unkown, Stormede,Germany - May 1944:- Red 13:-Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowlng,black exhaust panels,and probable red trim tabs.Hptm.Al;fred Grislawski - 1./Staffelkapitan - FW-190A-7,WNr 430965 Dortmund,Germany - January 1944:-White 9:-Colour Scheme is RLM74/75/76 with white spinner,baick exhaust panels,yellow or (red) lower engine cowlng and soft edged lower wingtips,RLM76 wingroots,and probably red trim tabs,RLM76 wrap onto upper wing leading edge.Maj.Heinz Bar - II Gruppenkommaueur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944:- Red 13:- Colour scheme is RLM74/75/76 with RLM75 upper engine cowlng and forward area of gun cowlng,white spiraled RLM70 spinner,yellow lower engine cowlng,baick exhaust oanel matting(probable),red fuselage band.Unkown pilot - 2nd Staffel FW-190A-7,WNr 430352 Dortmund,Germany - April 1944:- Balck 3:-Colour scheme is RLM74/75/76 with red or RLM70 spinner,black cowlng ring,black/white striped nose,baick exhaust panels,RLM76 wingroots,and red trim tabs.£4.95

48-028:-III/JG 27 Messerschmitt BF-109F-4/Trop,Balck 7:- Unkown Staffelfuhrer - 8th Staffel BF-109F-4/Trop - Unkown WNr Summer 1942:- Balck 7:- Colour scheme is RLM78/79 with white spinner,nose band, and wingtips.RLM79 overspray on natural metal sand filter screen.Lt.Werner Schroer - 8 Staffelkapitan BF-109F-4/trop Wnr 8567 July/September 1942, Balck 1:-Colour scheme is RLM78/79 (or possibly field applied Italian colors) with probable white spinner Nose band, and wingtips,Red rudder trim tab. Lt Ernst von Johannones - 9th Staffel BF-109F-4/Trop - Wnr unkown Summer 1942, Yellow 5:- Colour Scheme is RLM78/79 with white spinner,nose band,Fuselage band and wingtips,RLM79 overspray on natural metal sand filter screen. Lt Helmut Fenzel - 7th Staffel BF-109F-4/Trop - Wnr 13136 October 26,1942, Balck 7:-Colour scheme is Factory applied RLM78/79 with white spinner,nose band,Fuselage band and wingtips,white taped nose cannon blast tube,sand filter screen is shiny natural metal,rudder touched up with either yellow,Italian sand, or field mixed tan,probably to mask the kill markings of a previous pilot.£4.95

48-048:-I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-6/7:- Obit.Rudiger von Kirchmayer - 6th Staffel FW-190A-6 , Wnr unkown, Stormede,Germany - May 1944:- Red 13:-Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowlng,baick exhaust panels,and probable red trim tabs.Hptm.Al;fred Grislawski - 1./Staffelkapitan - FW-190A-7,WNr 430965 Dortmund,Germany - January 1944:-White 9:- Colour Scheme is RLM74/75/76 with white spinner,baick exhaust panels,yellow or (red) lower engine cowlng and soft edged lower wingtips,RLM76 wingroots,and probably red trim tabs,RLM76 wrap onto upper wing leading edge.Maj.Heinz Bar - II Gruppenkommaueur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944:- Red 13:- Colour scheme is RLM74/75/76 with RLM75 upper engine cowlng and forward area of gun cowlng,white spiraled RLM70 spinner,yellow lower engine cowlng,baick exhaust oanel matting(probable),red fuselage band.Unkown pilot - 2nd Staffel FW-190A-7,WNr 430352 Dortmund,Germany - April 1944:- Balck 3:-Colour scheme is RLM74/75/76 with red or RLM70 spinner,black cowlng ring,black/white striped nose,baick exhaust panels,RLM76 wingroots,and red trim tabs.£4.95

48-036 - JG26 Focke Wulf FW-190D-9:- Unkown pilot - Geschwaderstab Wnr 401392 Germany 1942, Balck 5:-Colour scheme is RLM81/83/76.RLM70 or RLM24(green) spinner,RLM84 oversprayed vertical tail with RLM81/82 mottling.Unkown pilot - 10th Staffel Wnr 500613 - Celle,Germany -1945, Balck 10:-Colour is RLM75/81/76 with heavy RLM75/81/83 mottling on the vertical tail.Unkown pilot - 7th Staffel Wnr 500968 Schleswig,Germany Summer 1945. Brown 18:-Colour Scheme RLM81/83/76. Yellow or natural lower engine cowlng.The left main gear door, and the right was oversprayed with RLM81.Unkown pilot - 15th Staffel Wnr 60014 - Wilhelmshaven,Germany - 1945,Yellow 14:-Colour scheme is RLM82/76,RLM82 windsreen framing,RLM83 densely oversprayed gun cowlng,fuselage spine,and probably upper wings as well.£4.95

48-049 -Messerschmitt BF-109:- Stab/JG 3 "Udet"- F-2/4/G-2:- Hptm. Hans von Hahn - I Gruppenkommander BF-109F-2, Wnr 5458 - July,1941- Eastern front. Colour scheme is RLM74,71,75 and RLM76. Hptm. Kurt Brandle - I Gruppenkommaueur BF-109F-4, Wnr 13387 - August, 1942, Frovlov (Stalingrad)-Eastern Front. Colour scheme of RLM02/70/74/75/76, unknown style of spinner, Yellow fuselage band and probable lower engine cowlng and lower wingtips.Obst. Wolf-Deitrich Wilcke - Kommodore BF-109G-2/E6 - Late 1942- Eastern Front:-Colour scheme is RLM74/75/76 with RLM 02/70/74 Motling, RLM780 spinner,yellow lower engine cowlng,lower wingtips, and fuselage band. Heavy exhaust stains were present along the wingroot.III Gruppe Technical Officer BF-109F-4 - Eastern Front:-Colour scheme is RLM70/74/75/79/78 with RLM 02/70/74 motling, RLM70 spinner and swatch on the upper cowlng, RLM79 canopy framework,RLM74 supplementray windscreen armour,yellow fuselage band and possible yellow lower engine cowlng and wingtips.I Gruppe Technical Officer BF-109F-4/R-1, unkown Wnr, Summeer,1942- Southern Russia:-Colour

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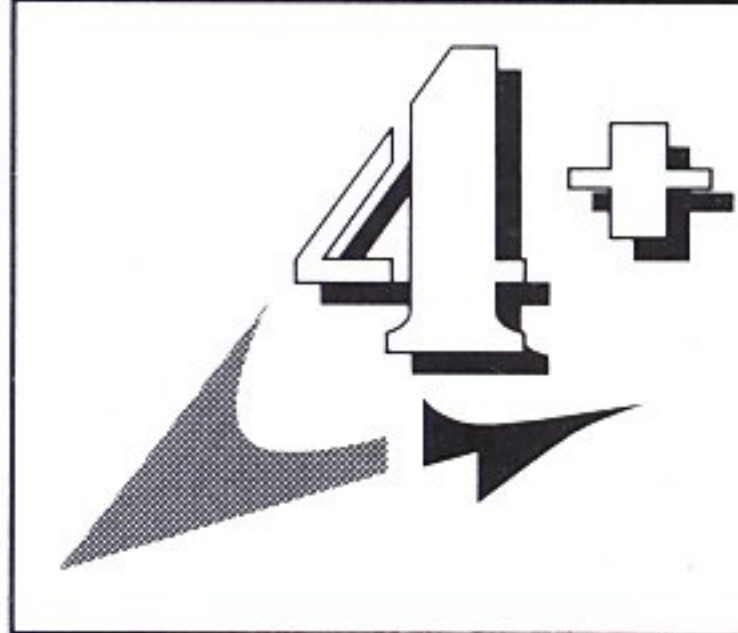
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LUFTWAFFE MONTH

Special for May. All the items listed below are offered at a discount of 25% off the prices shown. All 1/72 scale.

- FTA030 Complete interior for any ME Bf109E. £2.95
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- FTA055 ME109 Butterfly tail conversion with new canopy. £2.50
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- FTA084 Set of three correct sized rudders for the ME Bf109E to correct the undersized versions in the Hasegawa and Academy kits. £1.95
- FTA146 Set of four JU88/188 engine cooling fans and spinners. £1.50
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- FTA172 Full set of flaps, underwing radiators and radiator flaps to suit any kit of the Bf109. £2.50
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- FTA202 BMW801 engine cowlings, cooling fans and spinners to convert the Italeri DO217N to the 217J-1/2. £3.95
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- FTC032 ME262C-2B JATO conversion, with new nacelles and fuel dump pipe. £5.95
- FTC033 ME262 LORIN conversion, with overwing ram jets. £10.95
- FTC036 FW190V-1 (MOD) prototype conversion. Contains all parts for the NACA cowled version, with minor parts coming from the spares box. £7.95
- FTC037 As for FTC036 but containing parts for the annular flow FW190V-2 prototype. £7.95
- FTC038 JU88S-1/T-1 conversion to fit the ERTL kit. £5.95

CANOPIES

The Resican range of replacement vacform canopies has now been remastered and remoulded. The following special interest packs are now available:-

- FLEET AIR ARM: Contains one each of Sea Vixen, Seahawk, Sea Fury, Phantom, Wyvern, Firefly 1, Sea Venom, Gannet, Skua, Barracuda, Attacker, Two seat Sea Fury. £4.00
- RAF WW2: Contains one each of Battle, Blenheim 1, Defiant, Typhoon, Whirlwind, Airacobra, Mosquito, Mosquito bulged PR type, Car door Typhoon, P51B/C Mustang. £3.75
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- USA WW2: Contains one each of Bubble P47, P47 Razorback, P38 Lightning, P51B/C, P51B Malcolm, P51D, P51D Dallas, P40B, P40N, P40E, T6 Texan. £4.00
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RUSSIAN CANOPY PACK

A pack of our new mould canopies for Russian aircraft. The pack contains two canopies each for the following aircraft: Sukhoi Su-7; MIG-21; MIG-15; MIG-15UTI; MIG-17 and MIG-19. £5.00

REVELL CANOPY PACK

The re-released Frog kits are good but the canopies are still thick. We now have totally new vacform replacements as a special pack, comprising Sea Vixen, Lightning, Canberra 8, Gannet, Blenheim 1 and Skua, priced £3.00

INDIVIDUAL CANOPIES

Single canopies are available at 0.40p each. The following is a small selection:
RC001 Sea Vixen .040p
RC002 Javelin .040p
RC003 Canberra B2/4/6 .040p
RC004 Lightning T4/5 .040p
RC005 Lightning F1/2/3/6 .040p
RC006 Seahawk .040p
RC007 Tornado .040p
RC008 Sea Fury .040p
RC009 Canberra 8/9 .040p
RC010 Buccaneer .040p
RC011 Fairey Battle .040p
RC014 Jaguar GR1 .040p
RC015 Hunter single seater .040p
RC016 Hunter two seater .040p
RC017 Phantom .040p
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RC102 Bf110G .040p

SPECIAL PACKS

Specially formulated accessory packs offering great savings over individual purchase prices.

- FTAS001 FLEET AIR ARM BUCCANEER: Comprising new nose, three Martel TV missiles, launch rails, data pod and pylon, correct shape tailplane and fin top fairing plus new vacform canopy. £7.00
- RAF JAGUAR: Comprising Recce pod, long range tanks, ALQ101, Phimmatt ECM pod plus vacform canopy. £6.50
- GULF TORNADO: Comprising new nose, JP233 set, Hindenburger tanks, Sky Shadow pod, BOZ107 pod, Tiald pod and vacform canopy. £9.50
- GULF BUCCANEER: Comprising new nose, Pave Spike pod, ALQ101, correct shape tailplane and fin top fairing and vacform canopy. £5.00
- 1/48 TORNADO ONE: Comprising Hindenburger tanks, correct shaped fin insert to correct Italeri kit, rear cockpit console. £6.60
- 1/48 TORNADO TWO: As above but with standard fuel tanks. £5.50
- LIGHTNING TRAINERS: Comprising one each of the T4 & T5 fuselages, nose cones, engine exhausts and vacform canopies. £14.00
- RAF STORES PACK: Comprising ALQ101, Pave Spike, Jaguar recce pod, BOZ107, Sky Shadow, JP233 set, Jaguar fuel tanks, Tornado Hindenburger tanks, Tiald pod, Jaguar overwing missile pylons, CBLs carriers, fuselage chaff dispensers, canopies for Jaguar, Buccaneer and Tornado. £16.50
- COMPLETE BUCCANEER: Comprising new nose, correct tailplane and fin top fairing, RWR bullets, slipper tanks, detailed airbrake set, ALQ101, arrester hook, refuelling probe and tail bumper. £9.95

FLEET AIR ARM AEW SET: Comprising conversions for the Skyraider AEW1 and Avenger AS4/5/6 complete with canopies required. £9.95
EARLY WARNING PACK: Comprising the AEW1 and AS4/5/6 from above plus the TBM3W Avenger and AD5W Skyraider conversions. £16.00
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1/48 MISSILES: Comprising one each complete kit of the V1 doodlebug and Japanese BAKA bomb. £9.95
FOREIGN SKYHAWKS: Comprising conversions for the Israeli, New Zealand and Argentinian versions using the Fujimi kits as a basis. £5.00

LIVING WITH UNCLE SAM

By the time you read this our new Washington DC office will be open. Please contact us for details of the office phone/fax numbers etc..

FRESH STOCKS OF SOME FAVOURITE TOOLS ARE AGAIN AVAILABLE

ZONA SAW A very high quality modelling saw from the USA. The blade is 4 1/2" long and 3/8" deep and features 42 teeth to the inch for the finest of cuts. The blade is very thin, but also very strong, to prevent measurement loss when sawing. £4.50
DECAL IT This product enables you to make a waterslide decal from virtually any printed item. It binds the printing ink into an insoluble plastic film which can then be used as an ordinary decal. Large bottle. £3.30
MICRO PICKS Set of five stainless steel picks of assorted shapes which are ideal for soldering, positioning and holding for gluing, retrieving small parts. With needle fine tips which are also ideal for scribing and scraping. £16.50
COMPASS CUTTER This is THE tool for accurate circle cutting from 10mm up to 150mm. Can be used on anything from decal sheet up to the thickest of plasticard. Soon to increase in price. £6.50

SCALPELS

Long handle scalpel. £2.50
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Pack of five blades for the above £0.55p per pack. Please state if rounded or pointed required.

MICRO DRILLS Set of 20 ultra fine drills in a plastic case, ranging from 0.3mm up to 1.6mm, rising in increments of 0.05mm. £9.50

R.C. MODELLING GLUE Multi-purpose gap-filling glue which is absolutely ideal for canopies. Dries clear and fills the gap between the two parts being joined. £2.95
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SUPERGLUE COMPLETE Each pack contains a bottle of high, low and medium viscosity superglue for all sticking and gap-filling needs, plus an aerosol bottle of zapper for instant fixing. £9.75
NEEDLE FILES Set of 10 budget priced needle files in plastic wallet. £4.95

RUB N' BUFF Stocks of this old favourite from the USA are again available. Apply with a soft cloth and then buff to the desired sheen.

Silver. £2.95
Gold. £2.95

SCRIBER Our own scribe has just been re-delivered to us. A great budget priced tool which removes a small sliver of plastic for that accurate result. £3.50

RIGGING WIRE Bumper pack of 5.6thou stainless steel wire which is ideal for bi-plane rigging, aerals, and interior and exterior plumbing. Each pack contains 50 18" lengths. £2.50

SANDING STICK An excellent tool for reaching into awkward corners. This is a plastic holder for sanding bands, which is the size of a pen and features a wedge-shaped tip for sanding in those very tiny corners with a firm and dead straight sanding edge. The tool is spring-loaded to allow every inch of the new band to be used and to allow new bands to be loaded. The original stick, which is 1/4" wide at the sanding tip, is still available and comes with a medium grade band. £3.60
Spare bands are available at £0.65p each and are available in 80, 120, 240 and 400 grades. Please state which you require.

NOW - THE BIGGER STICK We can now supply exactly the same tool but with a larger 3/4" sanding tip. The specification is as above but the price is £6.25 and the same grade bands are available at £0.80p each.

KITSHINE Our very own canopy polish and scratch remover. A one-step process to remove scuff marks and scratches from injection moulded canopies. Please note it will not remove deep gouges or work on vacform units. A large bottle which will last for ages. £2.95

CUTTING MATS

Self-healing cutting mats that protect the work surface from scalpel cuts
Size 'A3' .£9.95
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Those of you who are familiar with Ian's work will know its quality. These are no exception as they are not just rehashes of things you already knew. Ian is a very good craftsman and these books reflect his skills and willingness to share his knowledge.

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120mm precision side cutters for the clean removal of parts from sprue and for separating brass etched parts cleanly from the backing sheet. £3.95

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Still the best after all these years.
43/4" Sharp point. £3.25
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Full set is available at the combined special price of £21.00

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Specially designed synthetic brush with a very short and sharp tip for ultra fine detail work

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1 = £1.99
2 = £2.12
3 = £2.36
4 = £2.54
5 = £2.96
6 = £3.38

DECALS

We now have the remaining final stocks of our RAF codes and serials sheets. There are two sheets, in dull red and in medium sea grey. Both are A4 sized and are chock full of codes and serials of all styles used. There are 140 individual code letters and 870 individual serial numbers and letters. They are sized for RAF WW2 heavies of Lancaster size but being proportional, they can be used for other types in other scales. Usually these retail for £2.75 per sheet but as a special for this advert, we are offering two sheets of each colour for only £5.00 but there will be no more when these are gone.

L.A.M.P.S. Mk. 3 - The Seahawk

The vast majority of naval aircraft are operated from carriers so those helicopters that operate primarily from conventional ships do tend to get a bit overshadowed. Since the sixties the major navies have sought to equip their Cruisers and Frigates with helicopters to enhance both offensive capability and transport and rescue facilities.

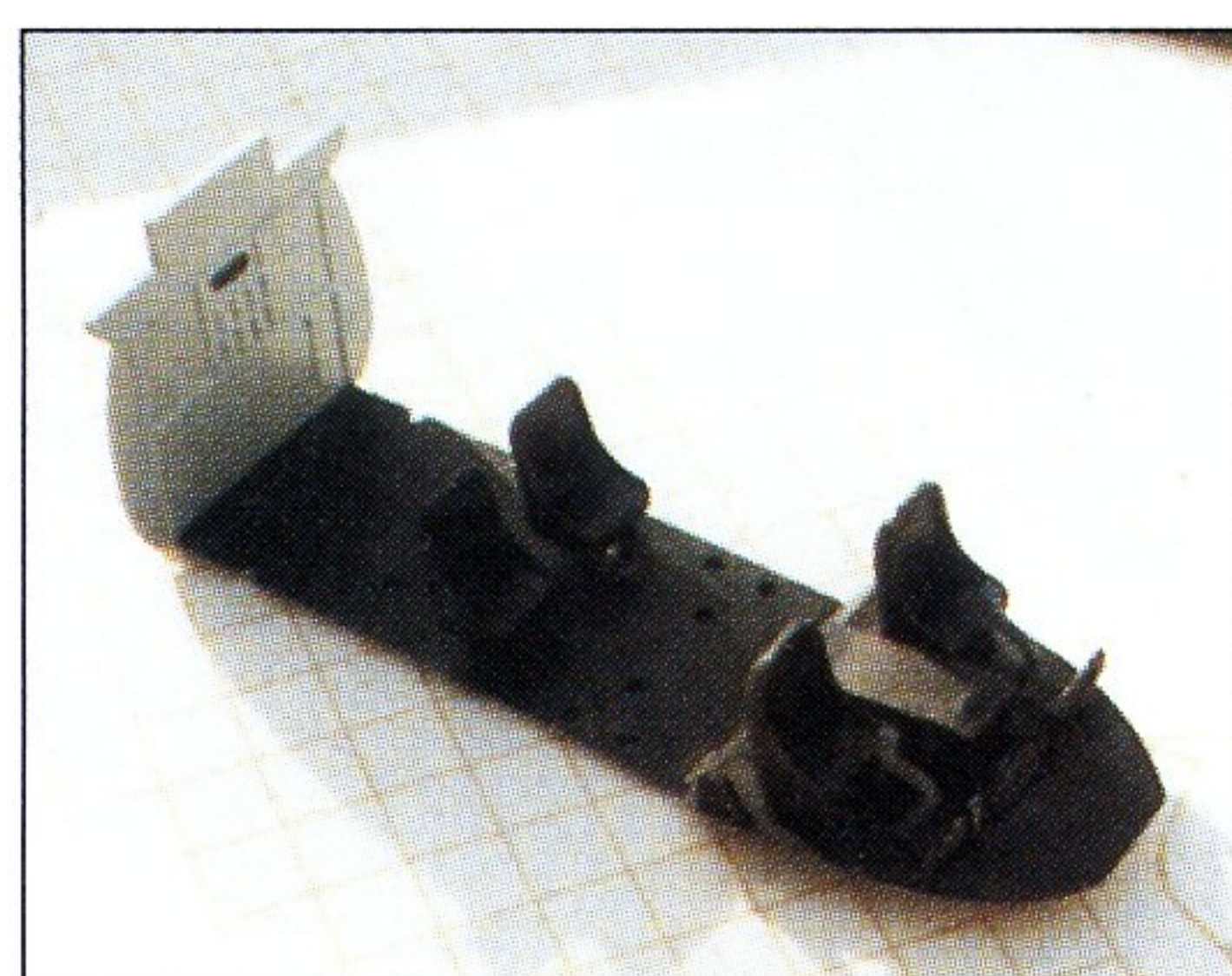
By the mid 1970s the US Navy was embarked on a massive modernisation programme which involved virtually the entire fleet and while the carrier air wings were being updated with the F-14 Tomcat the quest was on for a 'LAMPS' requirement. Light Airborne Multi Purpose system was the official designation requirement for a reliable helicopter that did not rust too fast and might be ordered to take off when most sensible people were thinking of landing.

Existing designs were naturally studied and the contract was awarded to Sikorsky to provide a modified version of their UH-60A 'Blackhawk' which was in production for the US Army. Fitted with an improved T700-GE-401 power plant, a shorter wheelbase for small deck landing and folding main rotors the prototype UH-60B 'Seahawk' made its first flight early in 1979.

Following the successful conclusion of trials, an initial order for 204 machines was made and the type became standard on the 'Oliver Hazard Perry' class of general purpose frigate and the 'Aegis' class guided missile cruisers. The Seahawk is particularly effective in the anti-submarine role and with a maximum speed of 272 km/h and

six components, the transparent windshield and windows are excellent and three crew figures are also included. As with all offerings from this manufacturer the moulding is generally excellent and component fit is virtually 'snap together' with little or no need for any filler.

Having eliminated any model making expertise apart from keeping the cement in the right places this model can only benefit from being painted and finished as well as possible. This naturally varies from modeller to modeller and even day to day in my case, but at least the accuracy of the replica is not, I suspect, in dispute!

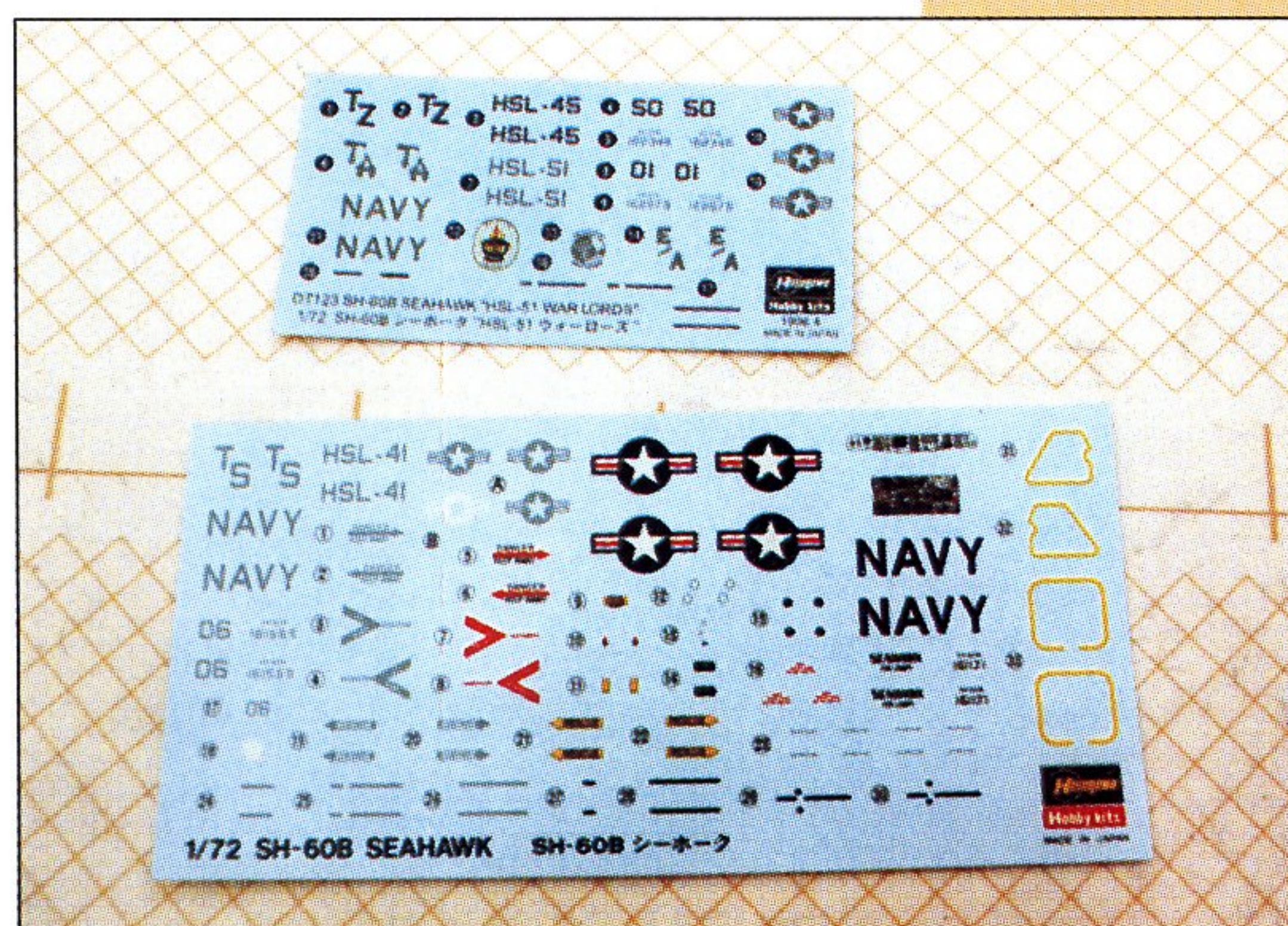


4. The cockpit tub and floor unit built up

range of 805 km can be very quickly in position ready to drop torpedoes. The Seahawk carries a crew of three and features quite a large cabin for equipment or personnel.

The Kit

The Hasegawa 1/72nd scale kit is very good value at around £10 and offers two options on the decal sheet for either 'HSL-45' or 'HSL-51' machines, both finished in FS 36375 'Light Grey'. The kit comprises sixty-



2. The kit's decal sheet

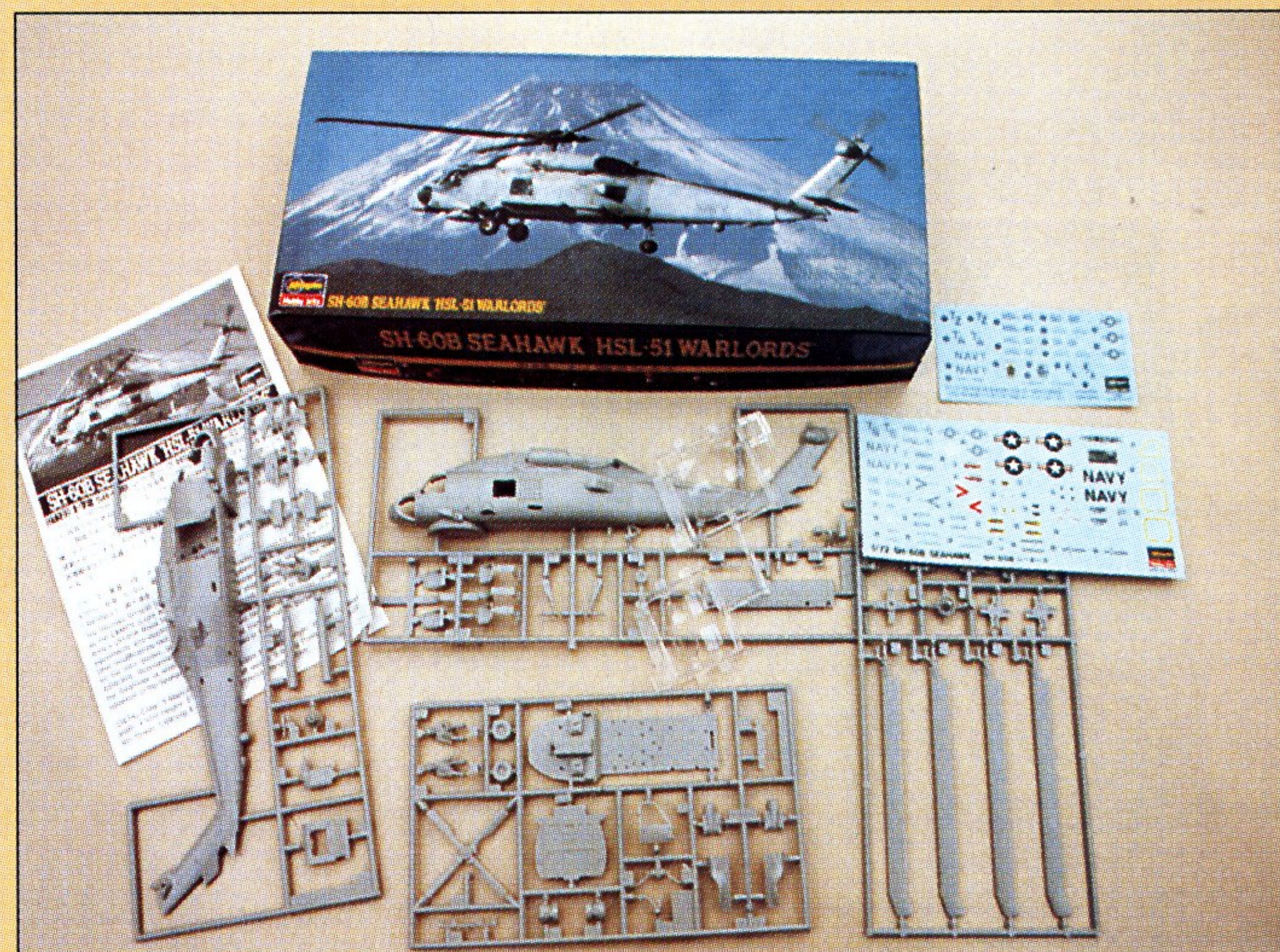
Stage 1

The 'exploded view' type instructions suggest starting with the main rotor assembly but this can be fitted after the two fuselage halves have been joined so I commenced with stage two; the interior. This comprises one large floor component which forms the cabin floor and flightdeck and an aft bulkhead.

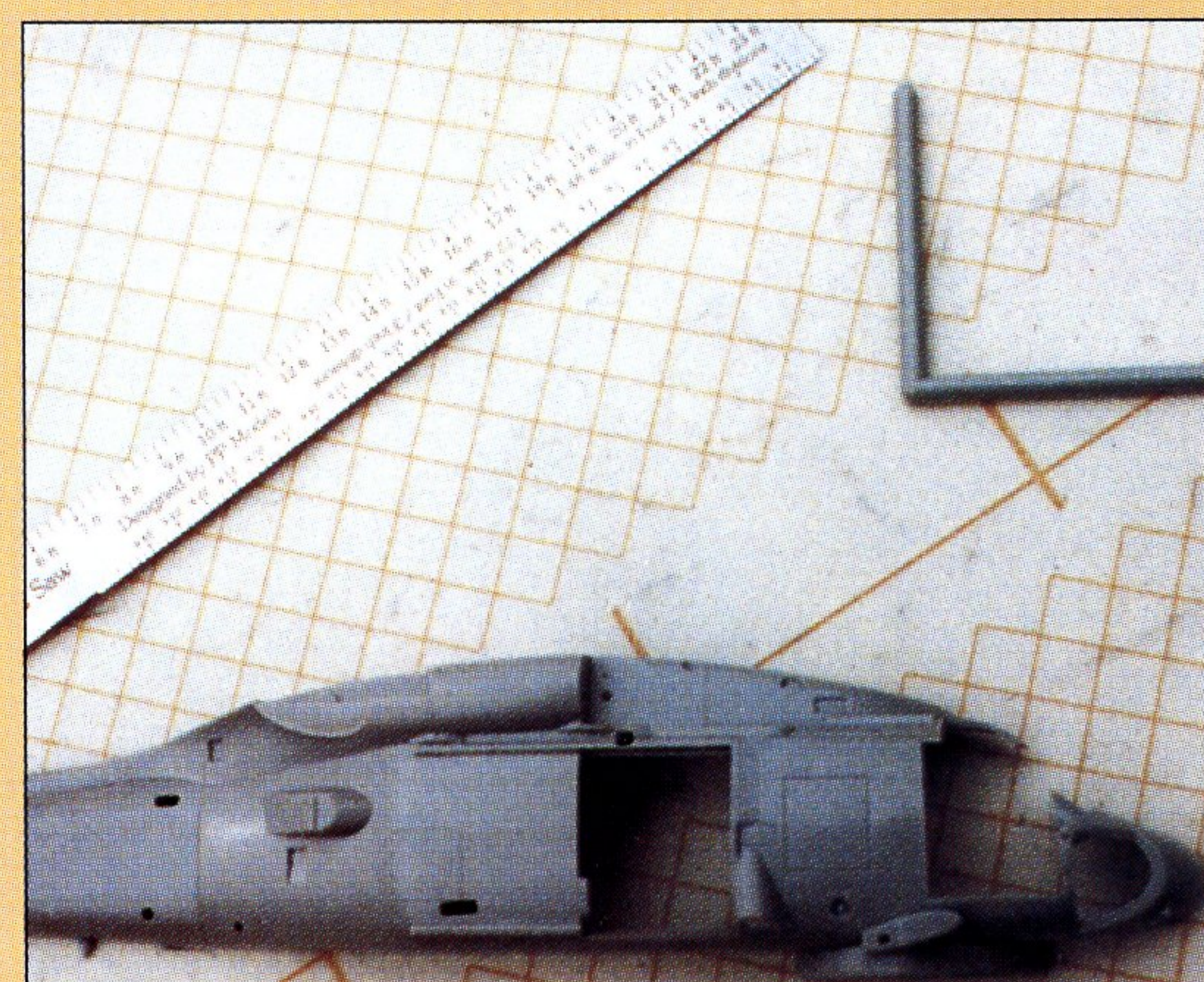
These were cemented together and then the two pilot's seats and two cabin seats were installed. The two control sticks, a foot control bar and an instrument panel complete this area and when all was dry the complete assembly was painted in thinned matt black. The instrument panel and centre console details are provided in decal form and there are three crew figures which can be painted and put in position if desired.

Stage 2

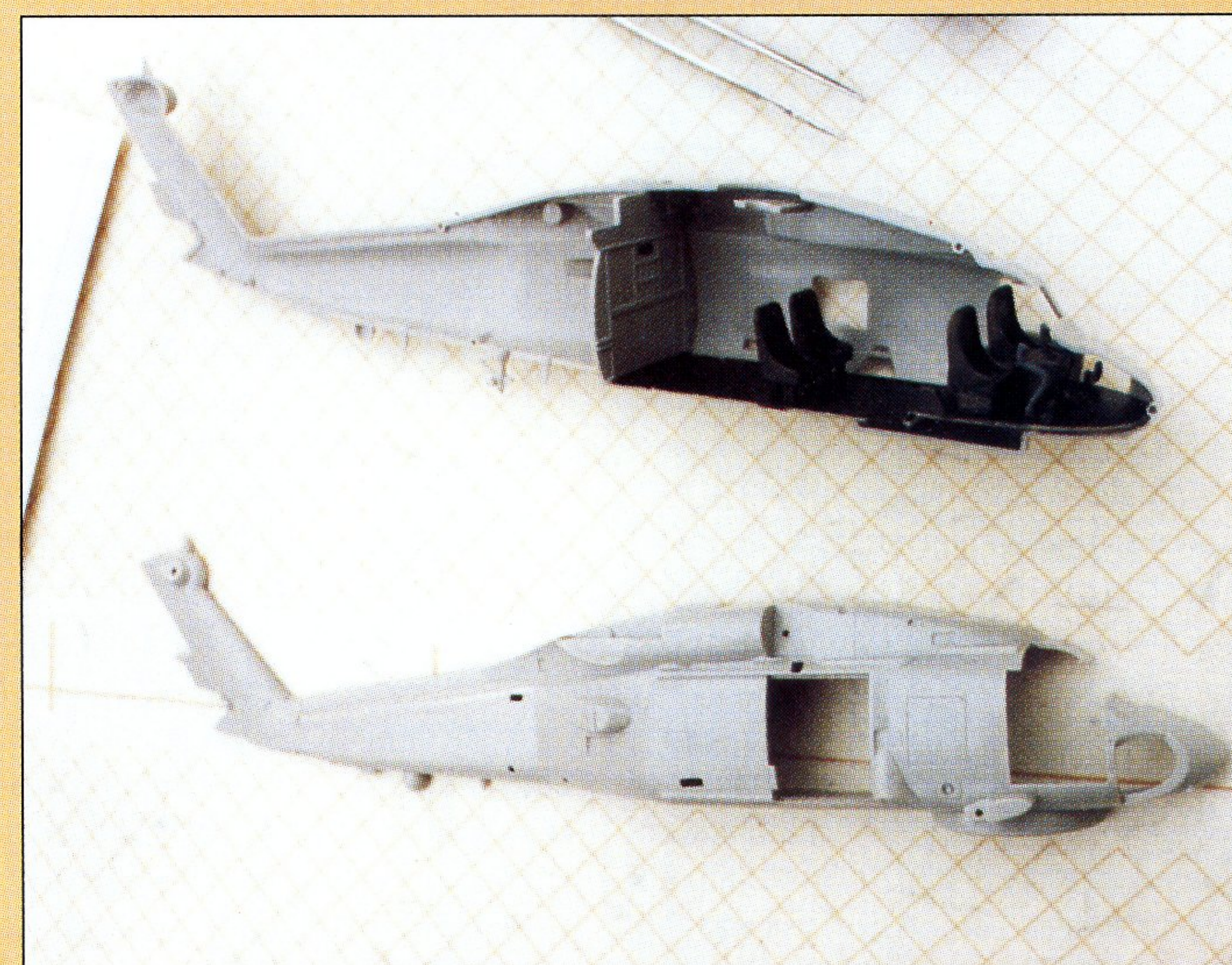
The two fuselage halves were then carefully removed from the sprues using a



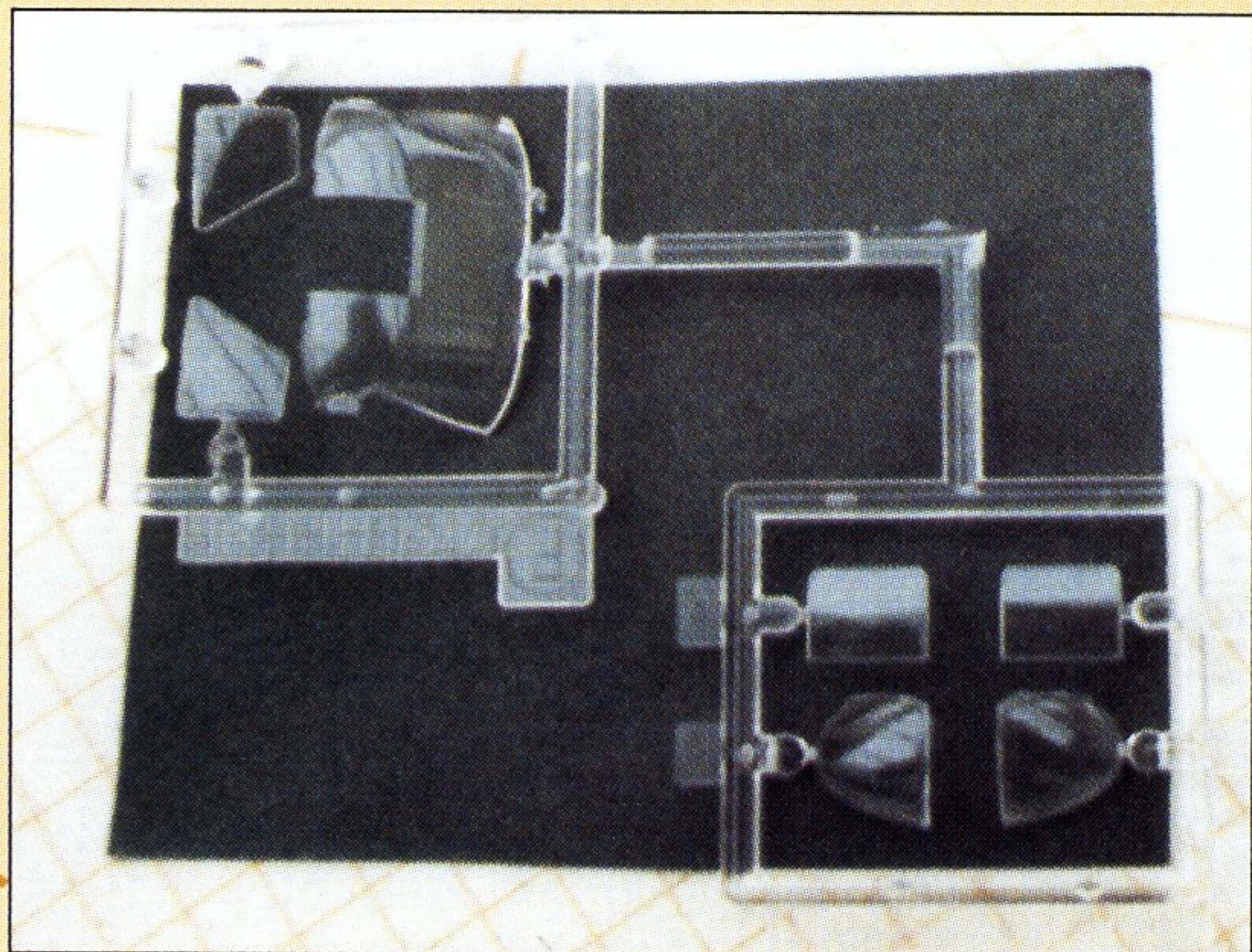
1. The kit's contents



3. The fuselage half is removed from the sprue with a razor saw



5. The cockpit interior and floor added to the port fuselage half



6. The clear sprue

10. A view down onto the nicely detailed rotor unit. Note the black bands and yellow tips on each blade



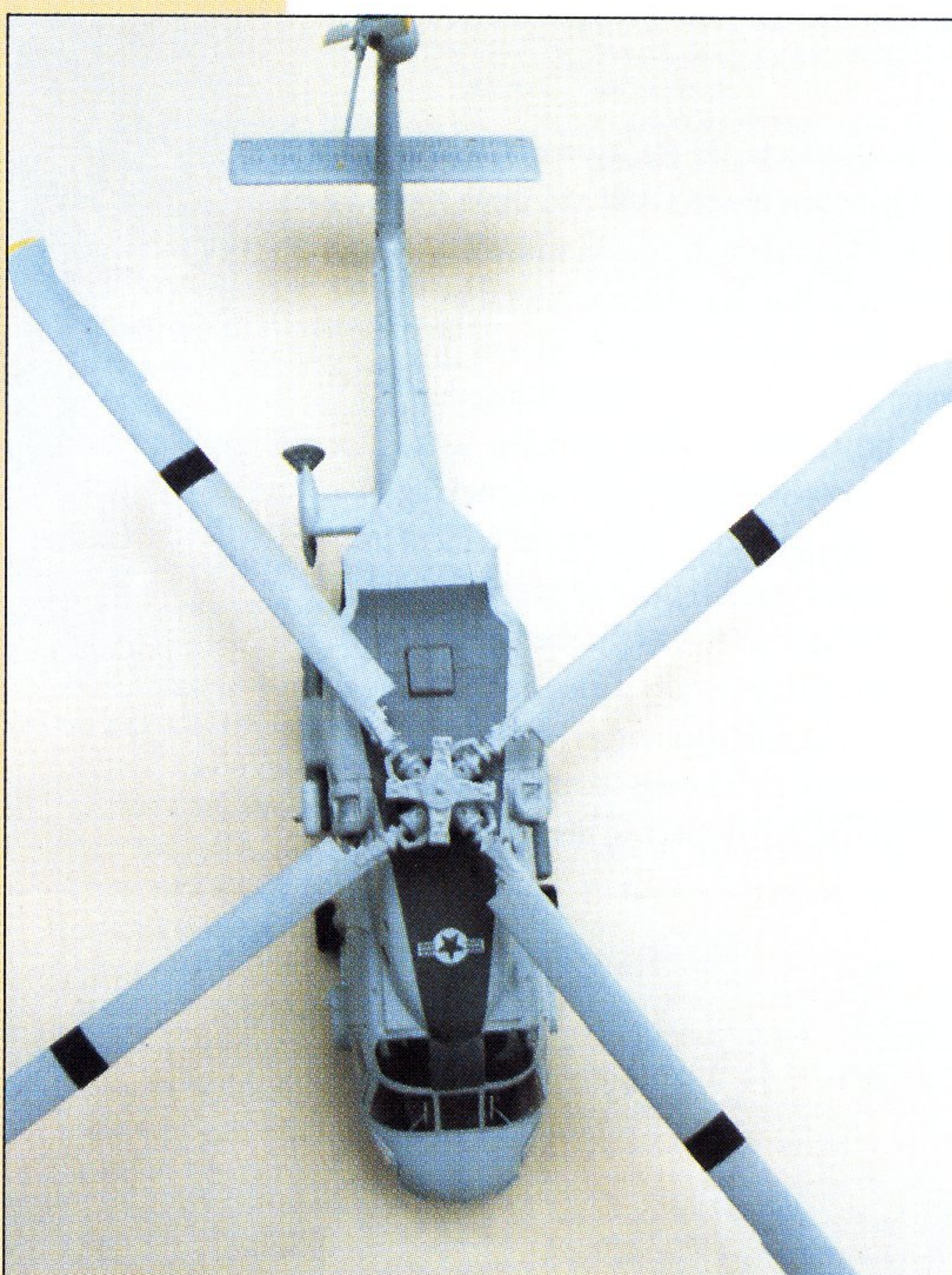
8. The fitment of the various ancillary equipment and pylons to the fuselage



razor saw and trimmed of what amounted to very little flash. These were then washed in a mild detergent and the interiors of each half painted in matt light grey. In a slight departure from normal kit design the transparent windows can all be fitted from the exterior so they were set aside to a later stage.

Stage 3

With all of the cabin interior components completed the floor and bulkheads were cemented into the port side fuselage half. Adequate location bars are moulded in place and the joints were reinforced with a line of liquid polystyrene cement. A very small amount of warp was present on the cabin floor and it therefore required holding with elastic bands to ensure a proper fit to the cabin wall.



Stage 4

Once the fuselage halves are joined the undercarriage was put in position and the one piece horizontal stabiliser was cemented to the 'fin'. Next, the cabin access door on the starboard side was put in place followed by the pilot's doors at the nose. One of the unusual features about this kit is that the transparent glazing can all be put in place externally which avoids cement damage and eases painting the fuselage. Small location tabs are moulded in place to prevent the transparent items from intruding inside the fuselage.

Stage 5

Several items are then fitted on to the fuselage exterior. The two engine air intakes were cemented on earlier but there are two stub pylons for the Seahawk's torpedoes and the electric winch assembly on the starboard side. The top of the fuselage should also be painted around about this stage. A dark grey panel extends from the windshield canopy back to the engine outlets.

Stage 6

The rotor assembly is well moulded and easy to put together despite its complex appearance. All of the hub components



7. The crew access doors being fitted

should be pre-painted before construction. The rotors are painted in the same grey as the fuselage with matt black bands about half way along their length. The instructions are very clear and give precise locations for all painting and decal location.

Stage 7

Once the main rotor assembly is complete it simply slots into an aperture moulded into the fuselage interior and is free to remove at any time or rotate. The tail rotor fit was by contrast very loose and so it was cemented in place. It could be modified to rotate before the fuselage halves are joined if so required.

Stage 8

A choice of decals is offered between 'HSL Warlords, HSL-51' or simply a Seahawk belonging to 'HSL-45'. These are both in 'lo-viz' style although there is also a selection of national markings and warning stencils in the earlier 'Hi-viz' style. As with all Hasegawa kits the decal sheet is full of warning markings etc. and an instrument panel for the cockpit which was used earlier.

Stage 9

Once the decals were all dry the entire model was coated with a thinned down satin finish varnish and finally the cockpit canopy frames were painted in with a fine brush.



9. The large glazed windscreen is fitted into position

This is a very straightforward and nicely moulded kit and represents a numerous type in the present US Navy inventory. If you're looking for a bit of light relief from fixed wing subject matter the Seahawk is ideal.

Colin Peck

Spitfire - The Anzacs

Spitfire - The Anzacs

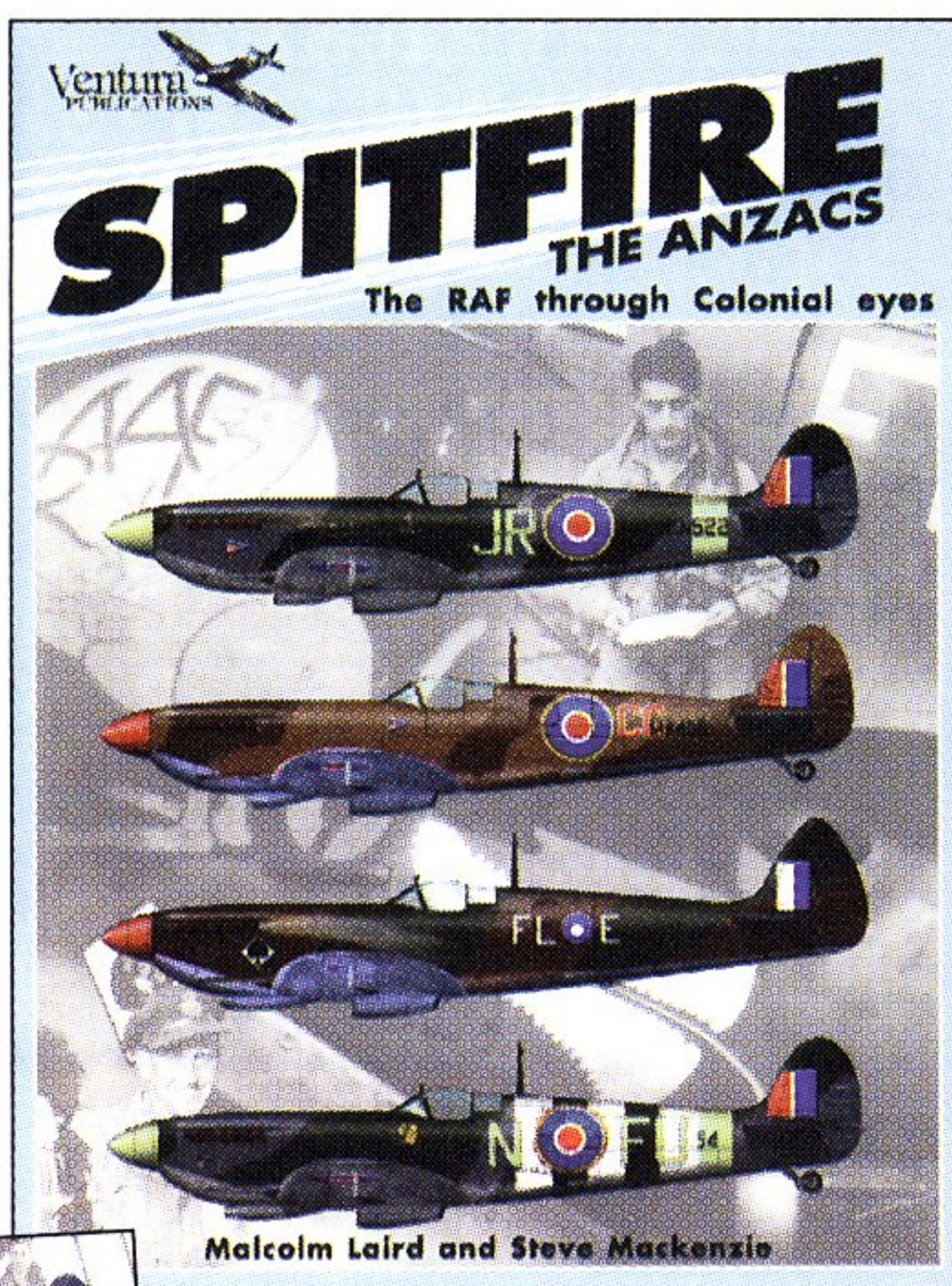
by Malcolm Laird & Steve Mackenzie

Price: £TBA

ISBN: 0-9583594-1-5

Publisher: Ventura Publications

Source: Ventura Publications,
PO Box 10-213, Wellington, New Zealand



excellent title in Ventura's series and the scale plans and colour artwork just add to the overall product. I am sure that all Spitfire fans will want to add this to their collection, and rightly so.

Our thanks to Ventura Publications for the review sample

As a follow on to the book on the Israeli operation of the Spitfire, Ventura have now released this title on the Australian and New Zealand use of the type.

The book comes in an A4 format with 48 pages plus card cover. The narrative text takes the form of both descriptive coverage of certain types, like the PR Mk IV and Mk IX, and personal accounts from the men who flew them. The book contains a mass of never-before published photographs and in the centre pages there is a full set of 1/72nd scale plans for the Spitfire Mk Vc (Trop), F Mk VIII and FR Mk XIV

Overall this is another

Allison Engined Mustangs



Walk Around - Allison Engined Mustangs

by Glen Phillips

Price: £12.99

ISBN: 0-98747-386-8

Publisher: Squadron/Signal Publications,
1115 Crowley Drive, Carrollton,
Texas 75011-5010, USA

UK Importer: Pocketbond Ltd
(Address elsewhere)

Tel: 01707 391509 Fax: 01707 327466

in-depth coverage of all areas of the airframe. Large side view sketches show all the differences between versions and there are also a number of colour drawings covering detailed areas of the aircraft. There are some WWI vintage colour pictures of the A-36 and P-51 and it is nice to see that even the USAF Museum has to suffer from gutted airframes, as their A-36As interior looks distinctly lacking in most of the ancillary equipment.

Just think of an area on the A-36/P-51 and this title covers it in depth. For all of you with Accurate Miniature kits and those looking forward to the new Italeri P-51, this book will be a mine of information.

Highly recommended.

Our thanks to Squadron/Signal Publications for the review sample

This title comes in the usual format of landscape A4 with 80 pages, split 50/50 black and white and colour. The colour coverage in and around the early marks of Mustang has been done using a number of preserved examples in the USA. The black and white coverage uses a mixture of modern and period photographs of the type and you get full,

F-16A/C Fighting Falcon

Pod Lupa (In Detail) - F-16A/C Fighting Falcon

by Witold Kowal & Przemyslaw Sulski

Price: £TBA

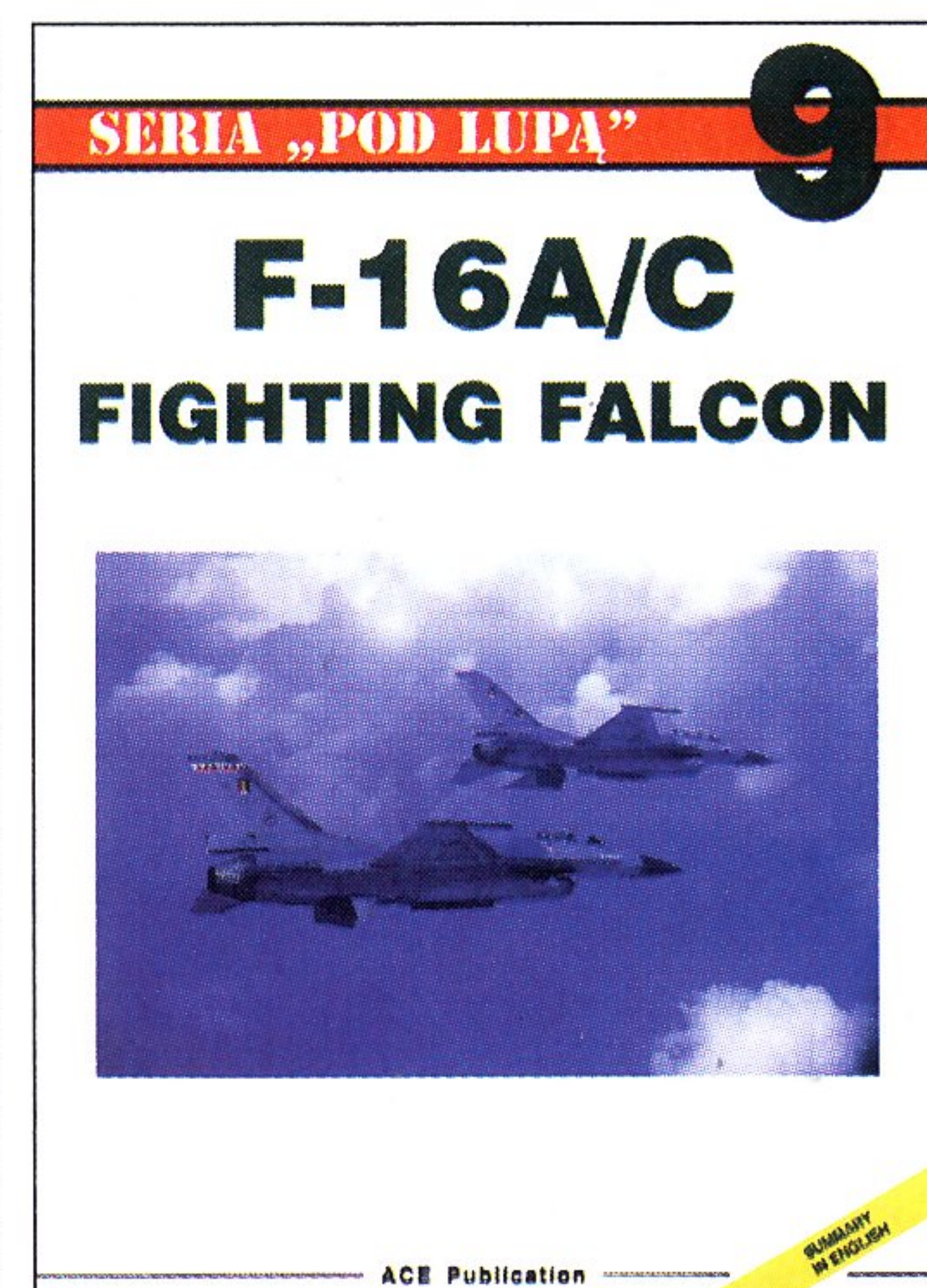
ISBN: 83-86153-01-6

Publisher: Ace Publications, 53-350
Wroclaw 15, ul. Powstancow S1.50,
PO Box 33, Poland.

UK Sources: The Aviation Bookshop & Pol Models

This series of titles from the Polish publishers Ace offer a good coverage of the selected type, along with scale plans and details of kits, accessories and decals.

The latest title deals with the F-16A/C single-seat versions and the 38 page A4 title has a colour card cover and a colour insert in the centre pages. The series now comes with an English summary at the back, so it is a little more user-friendly to a wider audience. The narrative text is in Polish, but basically charts the development and current use of the type. Throughout these sections there are numerous black and white pictures of the aircraft, along with detailed exterior and interior coverage. Sketches of things like the radar scanner, cannon bay, air brakes and tail hook are also included and for the modeller this is all very useful. The centre pages are in colour and they comprise excellent detailed colour pictures of the type's undercarriage and engine. The actual centre spread offers four side views of the F-16 (three Cs and an A) and this is



supplemented with a four view set for an F-16A of the 125th FIG, Florida ANG based at Jacksonville AFB.

The back section of the title takes a look at all the kits so far produced in injection moulded plastic of the type and this is followed with more detail B&W photographs of the F-16C. The final section is a full set of 1/72nd scale plans for the F-16A and F-16C, plus a nice set of drawings for the Aces II ejection seat.

Overall this is another good title from Ace and one, I am sure, the modeller will find of great help when building the type.

Our thanks to Ace Publications for the review sample.

Republic P-47 Thunderbolt

Detail & Scale - Republic P-47 Thunderbolt

by Bert Kinzey

Price: £10.95

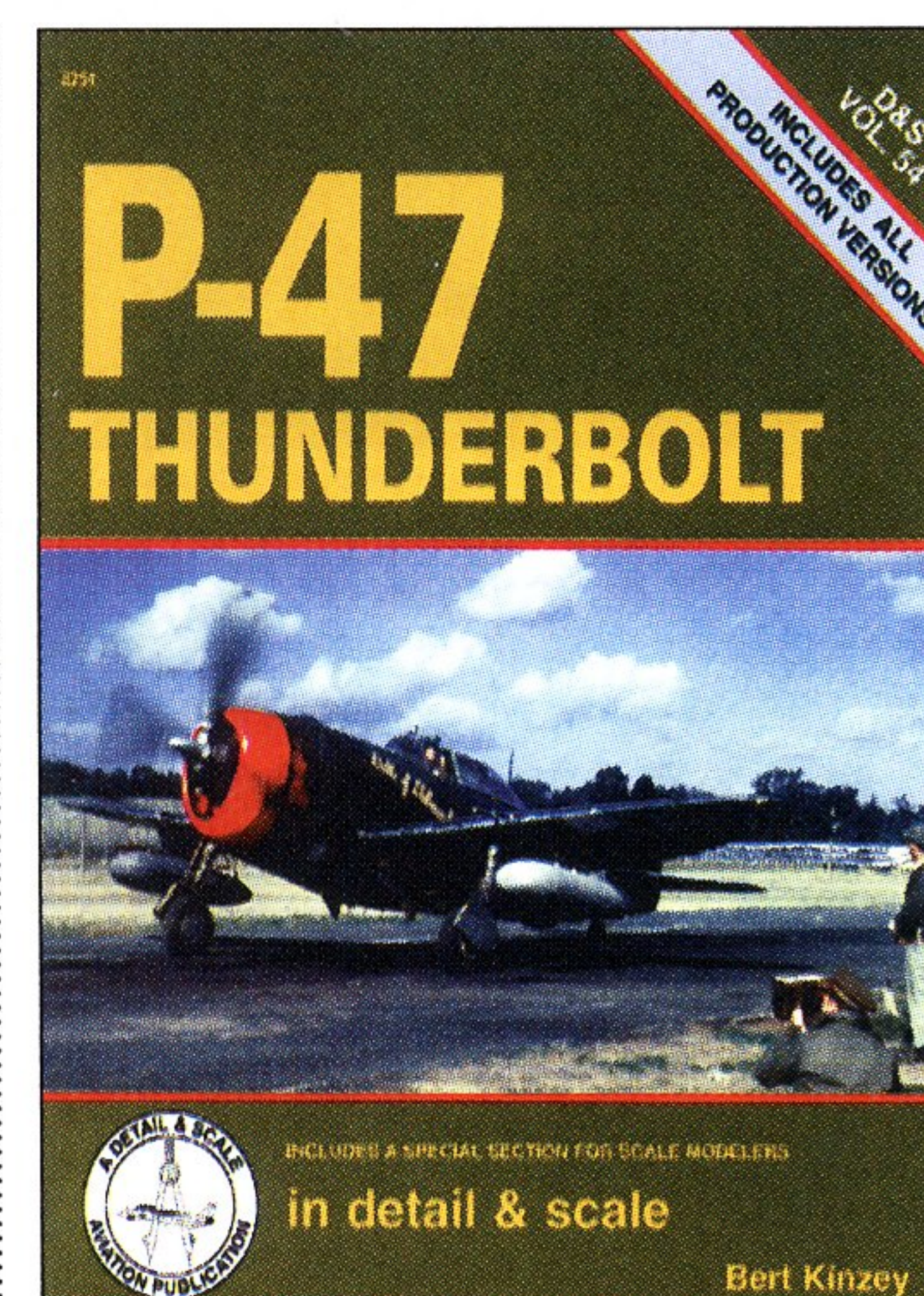
ISBN: 1-888974-07-9

Publisher: Squadron/Signal Publications,
1115 Crowley Drive, Carrollton,
Texas 75011-5010, USA

UK Importer: Pocketbond Ltd
(Address elsewhere)

This is the latest addition to the Detail & Scale series of titles and it comes in the familiar A4, 80 page, format. The narrative text starts with a look at the developments which lead to the P-47 and then you have a number of sub-sections which look at each major version in turn. Within these are a great number of period black and white photographs featuring things such as the cockpit interior and undercarriage. Scale drawings of the types are also included in these sections and they are all to 1/72nd scale. The types covered in these plans include the P-47B, P-47C-1-RE, P-47D-40-RA and P-47N-1-RE.

In the centre pages of the title there is a colour section and this contains a small number of WWII era pictures along with a colour chart depicting all the national and unique markings carried by the P-47D and a selection of colour side views of a number of aircraft. There are also



colour sets of photographs within the cockpit of the P-47D, P-47G, P-47M, P-47N and the R-2800 engine unit and gun bays. Experimental types such as the XP-47H and XP-47J are covered and the last section of the title takes a look at all current kits of the P-47, in all scales.

Overall this is another title which all modellers of the type will wish to add to their collection. With the recent release of a number of P-47 kits, the detail offered in this title will help you add to your model.

Our thanks to Squadron/Signal Publications for the review sample

New Osprey Combat Series

Osprey Combat Aircraft Series - No 1
'Junkers Ju 87 Stukageschwader 1937-41'

by John Weal

Price: £10.99

ISBN: 1-85532 636 1

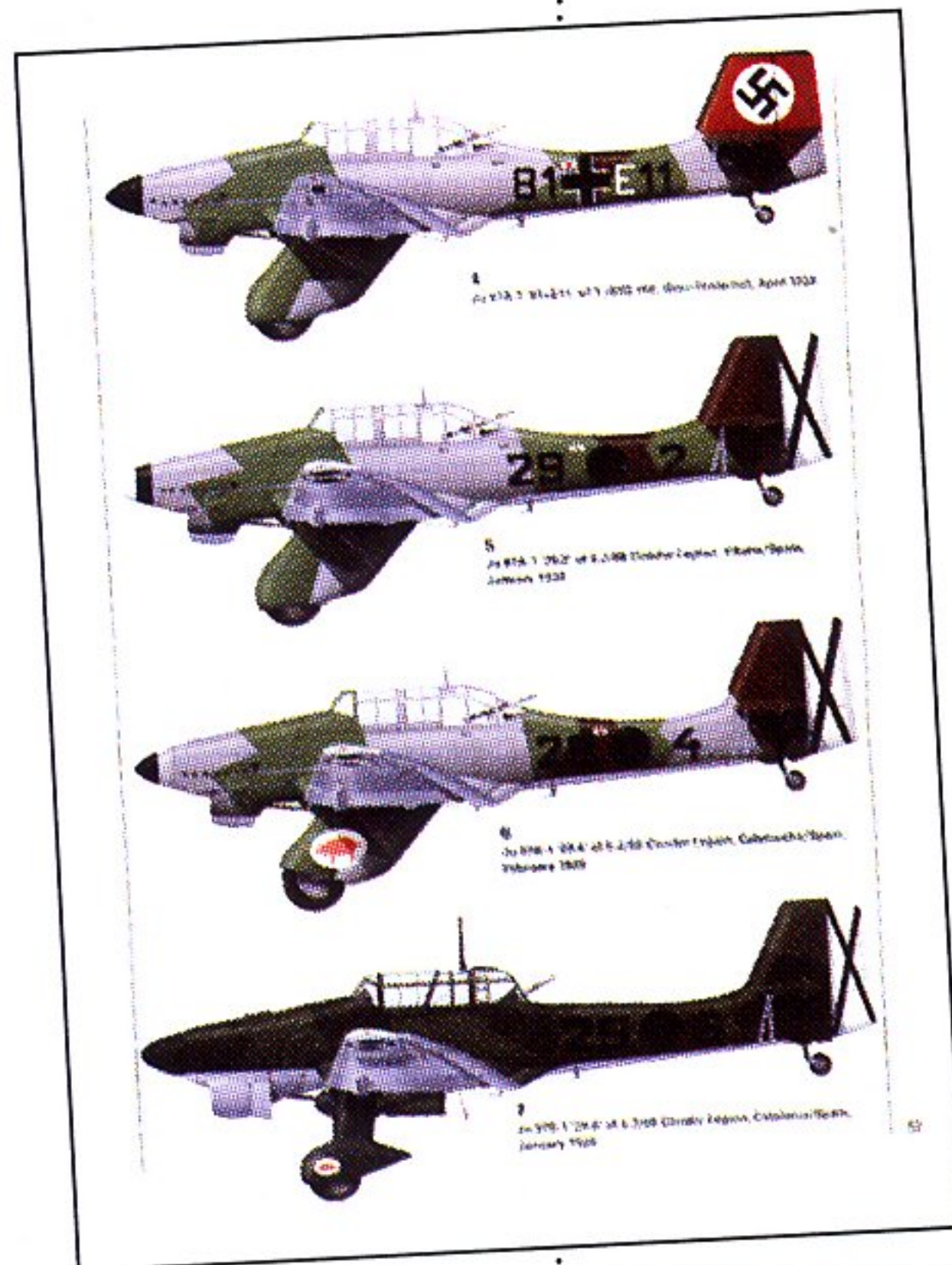
Publisher: Osprey Publishing,
Reed International Book, Michelin House,
81 Fulham Road, London SW3 6RB

Europe which were to herald the start of the Second World War. The pin-point accuracy of the bombs delivered by the Stuka during the first months of the German advance through Europe is well documented and there are a number of rare photographs used.

The colour section within the title offers 30 colour side views of Ju 87As and

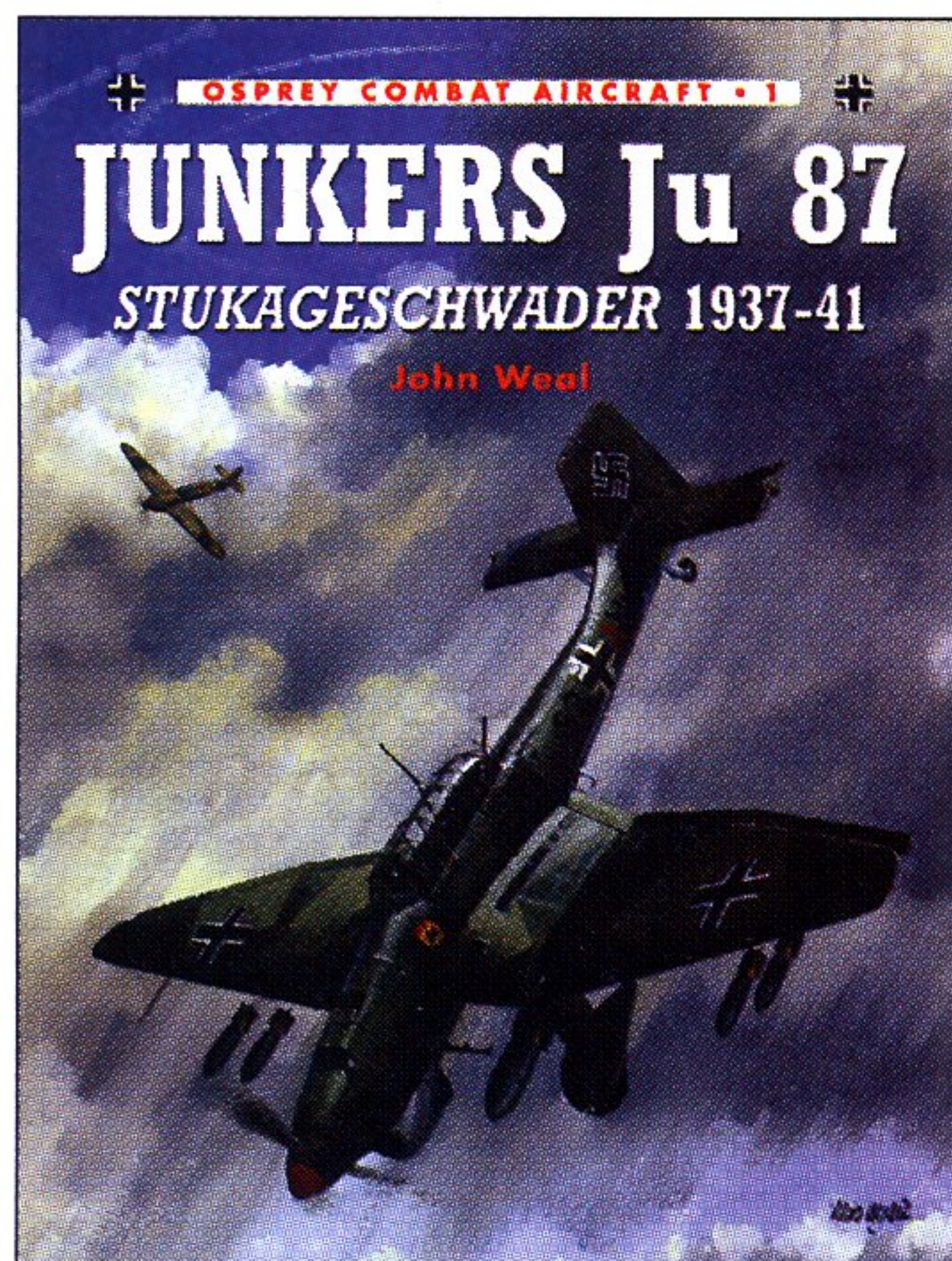
Bs and the title then returns to the narrative text describing how the myth surrounding the destructive power of the Stuka was dispelled when the type came up against modern RAF fighters.

The last section of this title includes technical data for the Ju 87A and B along with a set of 1/72nd scale plans for the A, B-1, B-2, C-1 and R-1 versions.



This is the first in a new series dealing with the operational use of a type. The series is based around the 'Aircraft of the Aces' series and is in a similar format. The A5 sized book has a laminated colour card cover and there are 96 pages, of which ten are in colour.

This first title in the series looks at the operational use of the 'Stuka' concept. The narrative text



starts with a look at the development of dive-bombing with the Luftwaffe and its preparations for war. The first operational use of the new Ju 87, with the Condor Legion in Spain is covered before the title moves on to the Blitzkrieg assaults on

Combat Carriers

Combat Carriers

by Tony Holmes

Price: £25.00

ISBN: 1-85310 857 X

Publisher: Airlife Publishing Ltd, 101
Longden Road, Shrewsbury, Shropshire.
SY3 9EB

Tel: 01743 235651 Fax: 01743 232944

Although not a true modeller's title, this latest title from Airlife does contain some stunning pictures, all in colour, of operations from a carrier which I am sure will be a great source of information for the modeller.

Osprey Combat Aircraft Series - No 2
'B-26 Marauder Units of the Eighth & Ninth Air Forces'

by Jerry Scutts

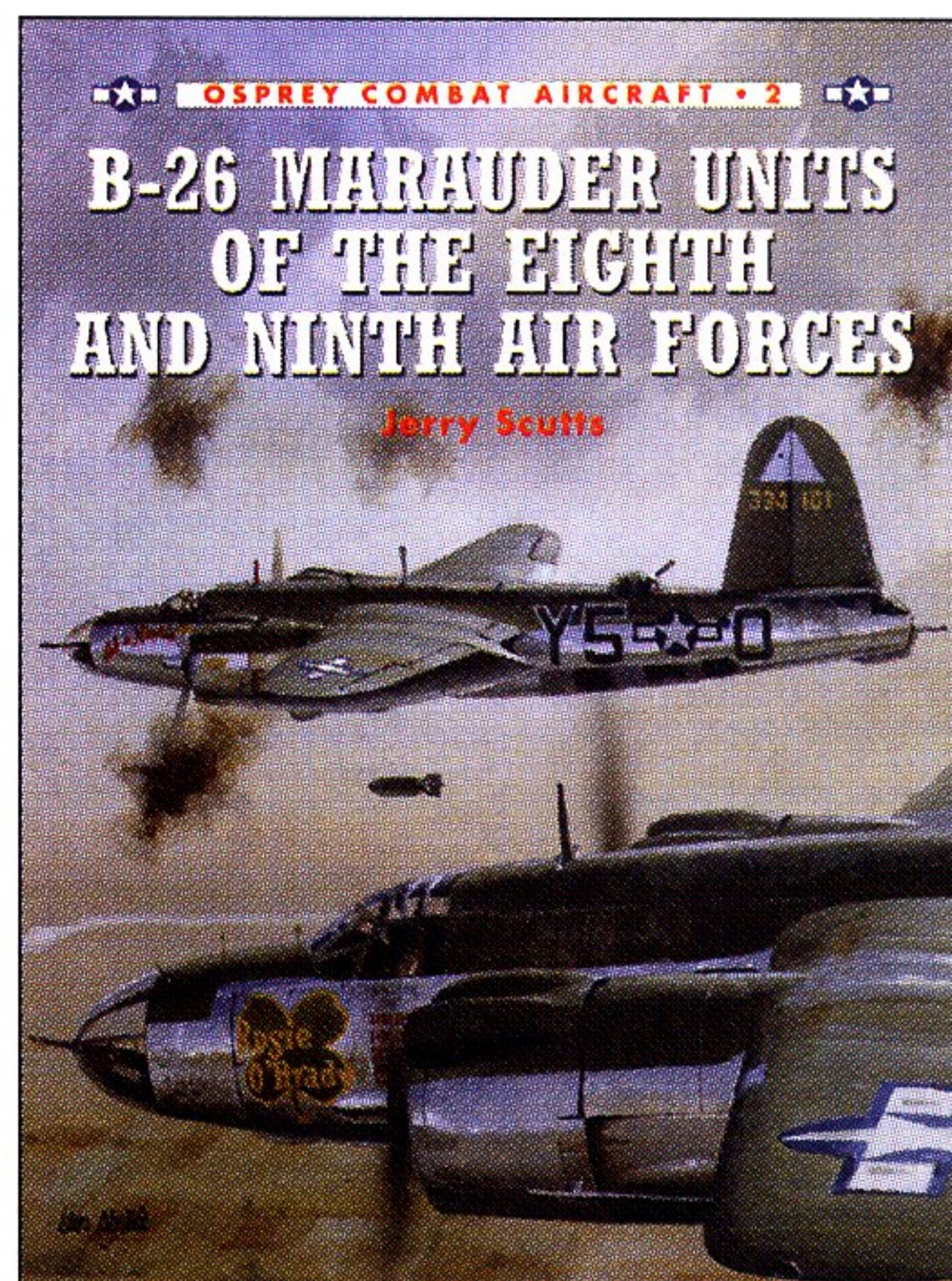
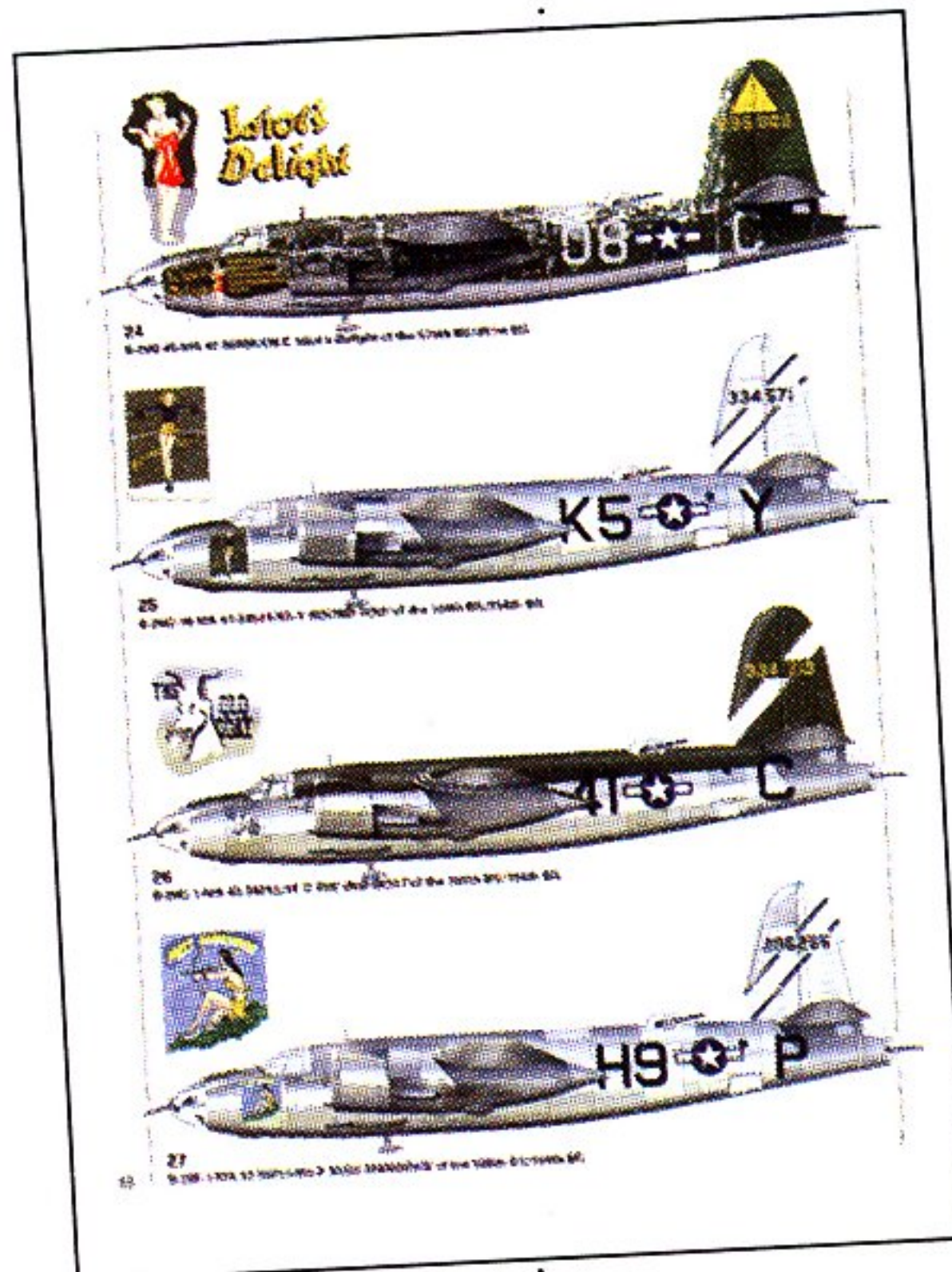
Price: £10.99

ISBN: 1-85532 637 X

Publisher: Osprey Publishing,
Reed International Book, Michelin House,
81 Fulham Road, London. SW3 6RB

This title is in exactly the same format as the previous title, with 96 A5 pages and a colour insert.

The narrative text starts with a look at the arrival of the B-26 within the operational theatre and then moves on to deal with how the units got to grips with their new mounts. The main bulk of the text deals with the operations by the 9th A.F. of the B-26 and these sections are illustrated throughout with a series of good



quality B&W photographs. The last two sections of narrative text deal with B-26 operations from D-Day to the Ardennes and the Battle of the Bulge. The colour section within the title once again offers thirty colour side views of B-26s and this is followed by a list of all 9th A.F. B-26 units and a set of 1/96th scale plans of the B-26B-25-MA and B-15-MA.

Osprey Combat Aircraft Series - No 3
'Helldiver Units of World War 2'

by Barrett Tillman

Price: £10.99

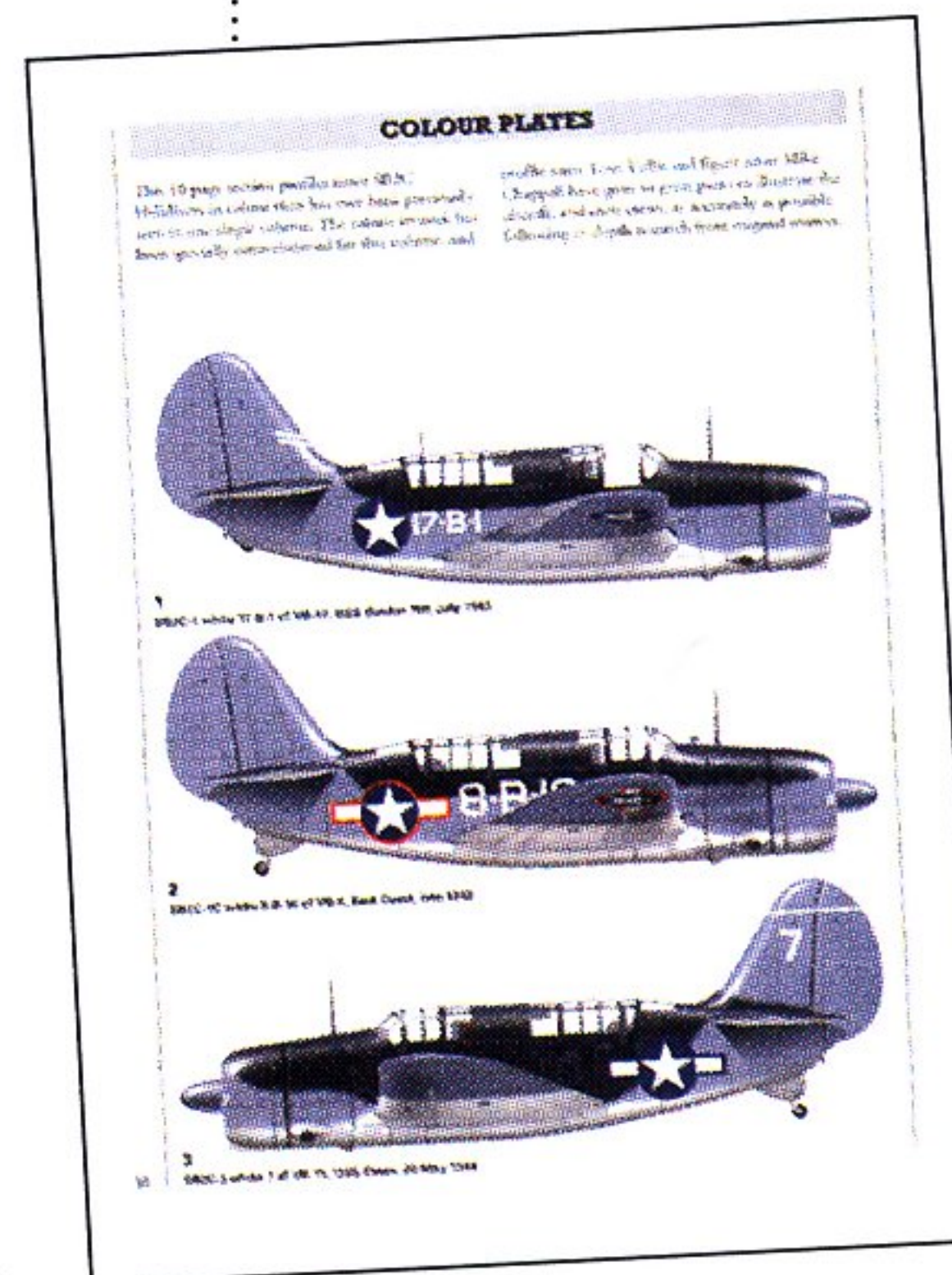
ISBN: 1-85532 689 2

Publisher: Osprey Publishing,
Reed International Book, Michelin House,
81 Fulham Road, London. SW3 6RB

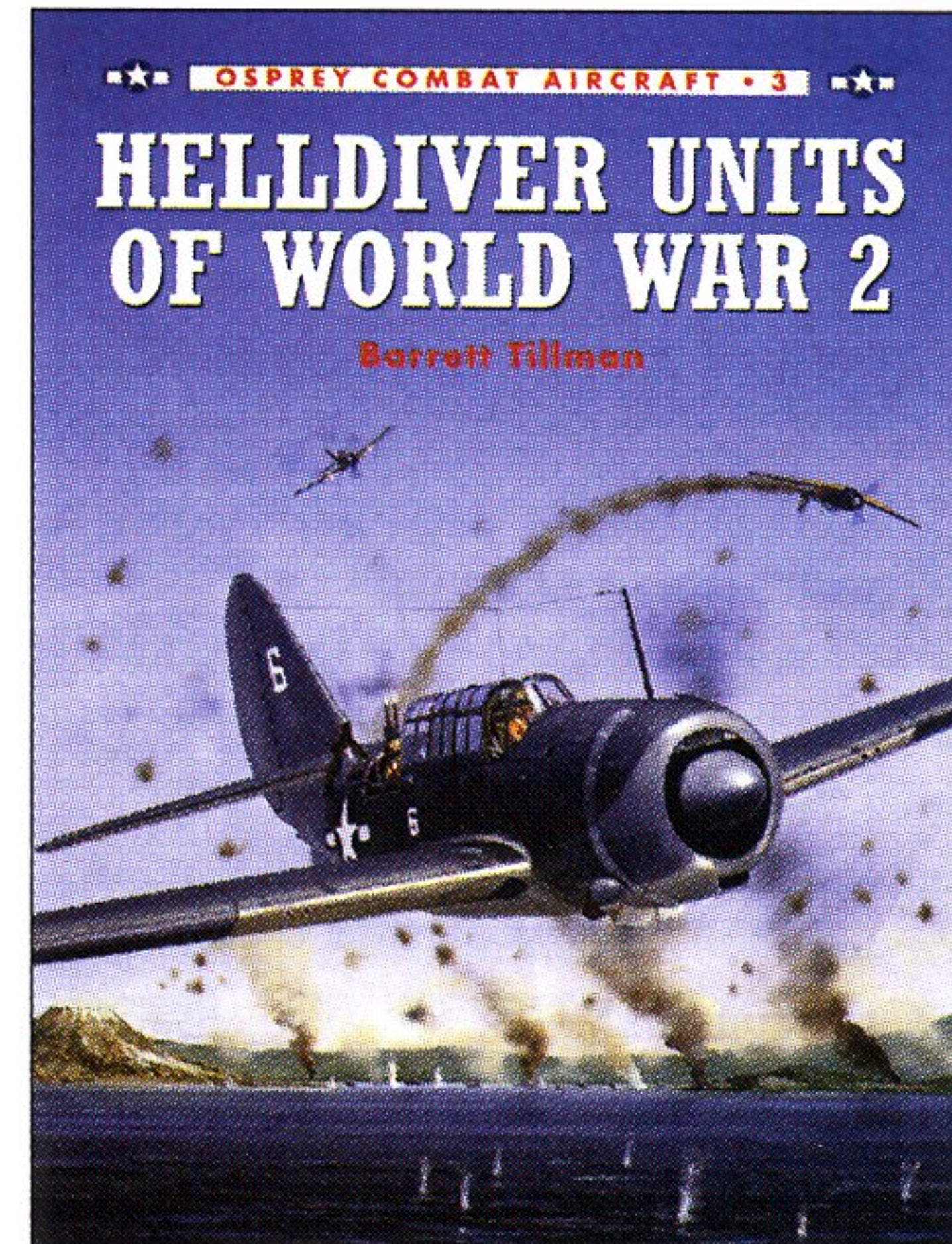
One of the most recent titles in the series is very topical at present, considering the new Monogram kit of the type. The

title itself is in the same format as the previous two, with 96 pages in an A5 format with a colour insert for all the artwork.

The narrative text begins with a look at the development of the Helldiver design and its adoption for fleet operations. This was not an easy task with the



Helldiver and this section carries a selection of photographs showing the destruction of a number of airframes as the crews got to grips with 'The Beast'. The text now moves on to the operational debut of the type and then on to operational use in the Marianas, Layte and finally Tokyo and beyond. The last narrative section of the title deals with the operational use of the type by other nations, including the French.

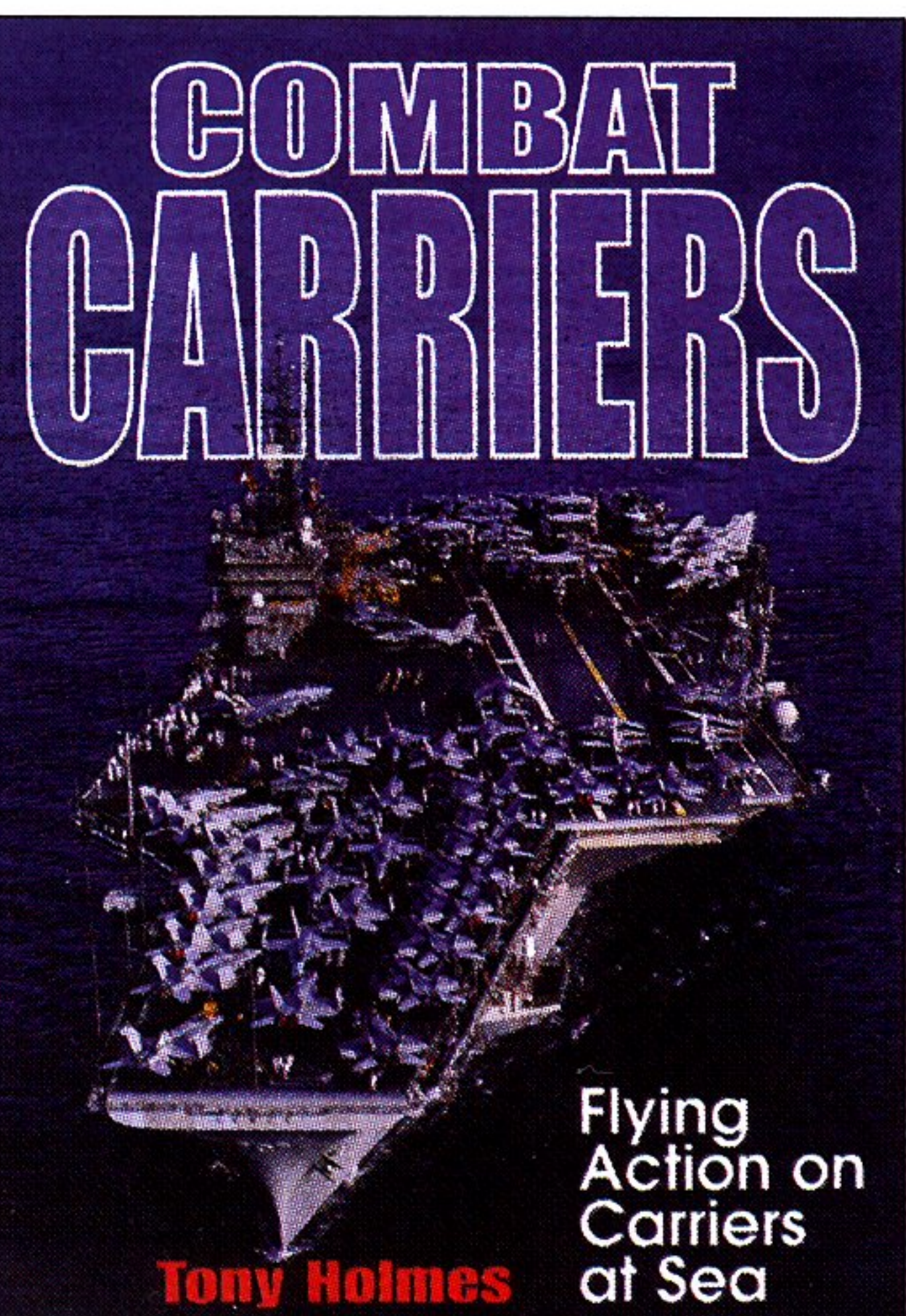


Once again a full set of thirty excellent colour side profiles are included within the title and there is a set of 1/72nd scale plans for the SB2C-3, as well as scale side views of the SB2C4-E and C-1.

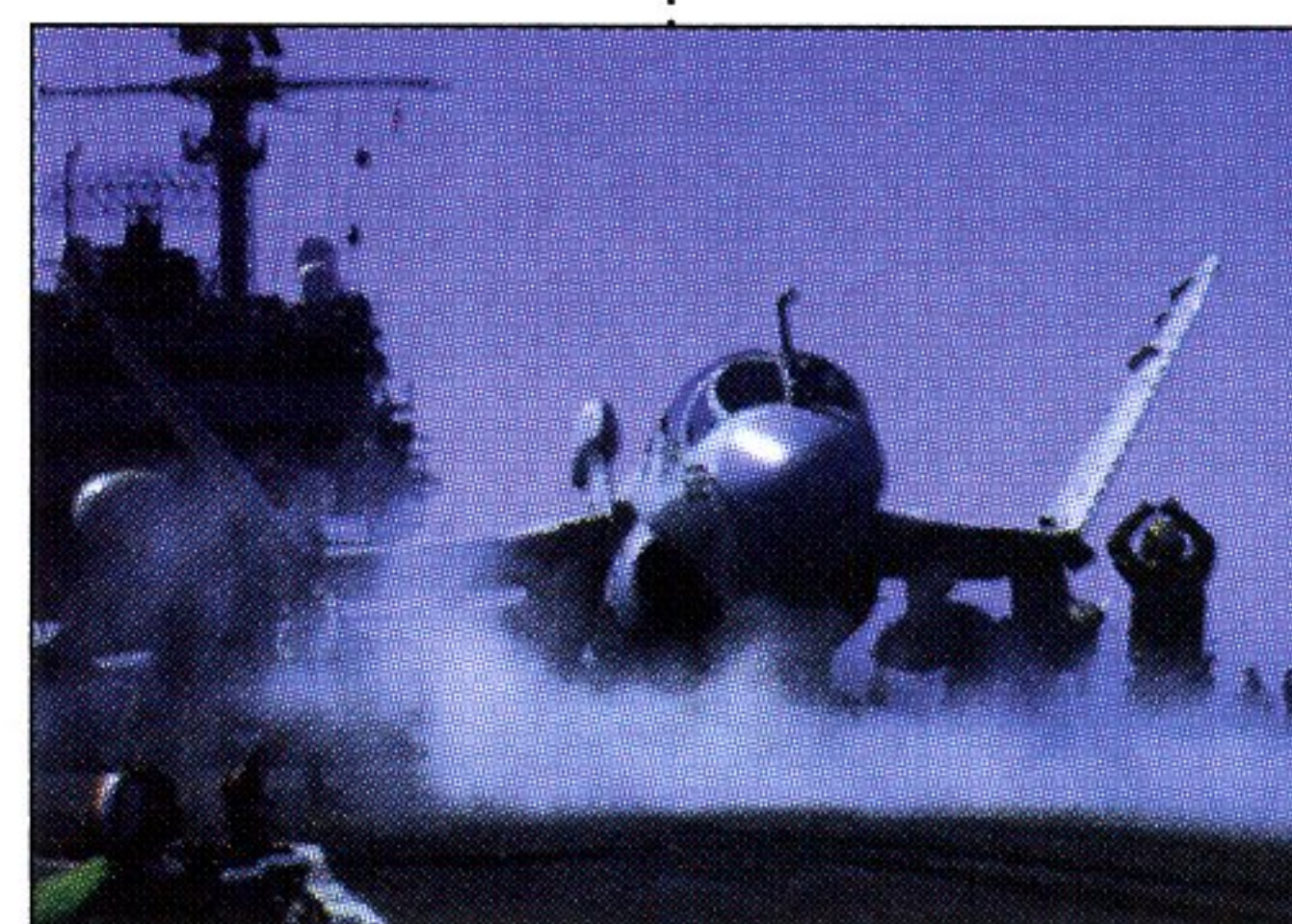
Overall I think that this series offers good historical text for the enthusiast, with a great mix of photographic coverage and colour artwork for the modeller. The entire

series is already a winner and if you have not considered purchasing any of them yet, I would advise you to visit a specialist bookshop and have a flick through. You are bound to purchase them!

Our thanks to Osprey Publications for the review samples



The title is a hard back, A4 sized book with 143 pages all in colour. The quality of the photographs and the reproduction within the book make it very much a 'goggle at' sort. You can spend hours pawing over all the clear and crisp colour pictures within it and I am sure that modellers will glean a lot of information about the types in their operational elements. The title's narrative text is divided into a number of operational and aircraft carrier types. these include Operation 'WestPac 95' with USS Constellation (lots of Tomcats - Lovely!),



USS John F. Kennedy, Operation 'Westlant 90' on HMS Ark Royal and Operation 'Orient Express 92' on HMS Invincible. The one

thing that does strike you when looking through the title is the wear on the paint of the USN types in comparison with the Sea Harrier on Invincible. The book clearly shows how the F-14s and F/A-18s

weather and for that alone I think that USN modellers will find this title a great source of inspiration.

Our thanks to Airlife Publishing for the review sample

Bookshelf Update

Pod Lupa (In Detail)

The next title in this series from Ace Publications will be on the P-47D 'Bubletop'. The book will be to the usual 38 page A4 format with a mass of scale plans and a summary in English. This title will hopefully be available in May.



Books International

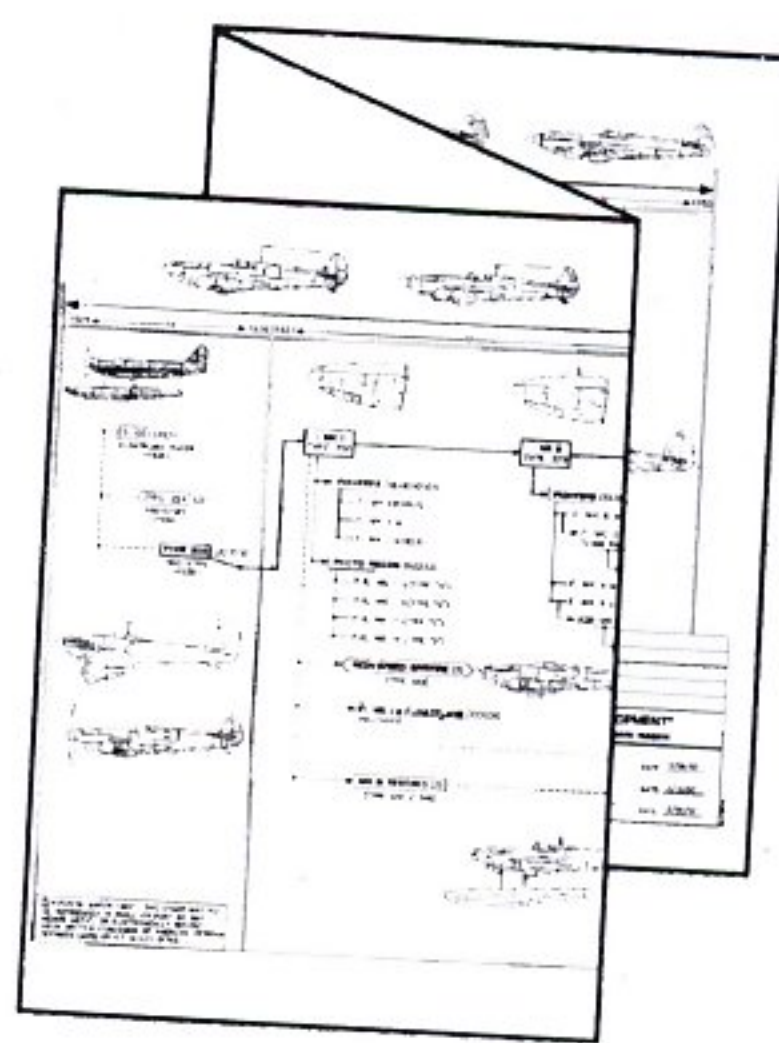
This source will send, as a special offer to all Scale Aviation Modeller International readers, a free copy of their 1998 book catalogue. This 81 page A4 sized catalogue contains details of the many hundreds of titles that this firm hold in stock and it would usually cost £2.00. So

if you want a copy drop them a line, a catalogue will be making its way to you.

Timeflow Charts

This is a new product from an American source. It is basically a double-A3 sized sheet which shows the development of the Spitfire from the S-6B to F24, although it does not include any of the Seafire versions. As well as this, the pack also contains a kit availability chart, which lists all injection moulded kits of the Spitfire in all scales, which are currently available (as of June 1997). Resin and Vac-form kits are not included on this listing however.

Proceeds from the sale of these packs will go to the



American Veterans Services. The pack is available for \$11.00 plus 30% P&P from:

American Veterans Services, 2201 E. Willow St.,
D-252 Signal Hill, CA 90806-2148, USA
Dealers inquiries are welcome.

AJPress

A new series entitled 'Modelmania' has been launched by this source. The A4 titles are basically in-depth photographic coverage of the chosen title, with the modeller in mind. The first title is on the MiG-15 and we will bring a full review of this title next month.

The latest title in the 'Monografie Lotnicze' is on the Douglas A-20 Havoc/Boston. The title offers the usual level

of detailed photographic coverage and drawings and this is a large edition in the series, being 76 pages plus all the 1/72nd scale plans.

Also released, now in English, is the Messerschmitt Me 262 (Pt.1) title from the Aircraft Monograph ('Monografie Lotnicze') range.

There are some slight revisions to the contents



in regard to some of the photographs used, but the book still contains a mass of scale plans and colour artwork. The entire AJPress range are stocked in the UK by Midland Counties, The Aviation Bookshop, Pol Models and Books International.

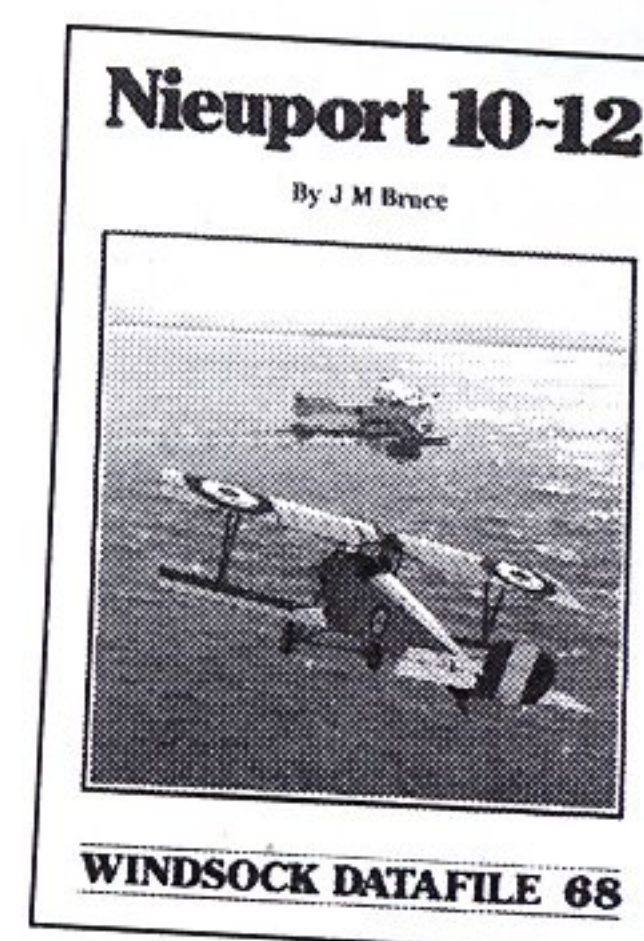


New From Windsock

The latest Windsock Datafile is all about the Nieuport 10/12. The title is in the usual A4, 38 page format with a mass of photographs and both 1/72nd and 1/48th scale plans. The title retails for £8.50 and we will bring a full review of it next month.

Re-issued from this source are four classic Datafiles: No.10 (SE5a), No 14 (RAF BE2c), No 16 (Morane Saulnier Type L) and No 18 (RAF FE2b). Once again each retails for £8.50.

The next new Datafile title will be on the Halberstadt C.V and this title will be available by the 31st May 1998.



New from Hikoki

A new title from this source has just been released and it is entitled 'Luftwaffe Emblems'. The 96 page A4 book contains 150 black and white photographs plus 20 pages of colour artwork depicting the numerous Luftwaffe unit badges and it is an excellent reference source for all Luftwaffe modellers. The title retails for £14.95 and we will bring a full review of it next month.

Due for release in the summer will be a new title on the Italian Air Force from 1940 to 1943. This book, entitled 'Courage Alone' will comprise 272 pages, 16 pages of colour side views and 400+ black and white photographs. The retail price will be around £29.95.



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Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

• **IPMS(UK) IF YOU** want to know more about the IPMS(UK) you can visit their web site at <http://www.users.globalnet.co.uk/~ipmsuk>.

• **AAM/IPMS PORTUGAL MEETS** on alternate Saturdays from 3 to 6pm at Moldes S.o Sim.o - Maia. All ages and skill levels welcome to attend, whatever your interests. For more information please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

• **THE ABERDEEN MODELLERS** Society meets on the first Tuesday of every month at the Cults Community Centre, Earlswell Road, Cults, Aberdeen. Meetings start at 7.30pm and modellers in all disciplines are welcome to attend. For more details contact; David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

• **ABINGDON IPMS MEETS** on alternate Tuesdays from 8 to 10pm at the Methodist Church Hall, Dorchester Crescent, off Appleford Drive, Abingdon. All ages and skill levels welcome, whatever your interests may be e.g. aircraft, armour, ships, sci-fi, cars etc. For more information contact Tony Clements on 01235 522893.

• **AERO SPACE & VEHICLE** Club meets on the first Saturday of each month from 2pm to 4pm at The Allen Hall, Mill Lane, Wombourne, Nr Wolverhampton. All ages and interests welcome. For more details contact J. Van-Leerzem on 01384 278600.

• **AVON IPMS BRANCH** has a temporary new Sunday meeting venue. We meet the third Wednesday of each month at The Rotunda Club, Moravian Rd, Kingswood from 7.30 - 11.00pm (in the Avon Suite) and on the first Sunday of each month (temporarily) at Oldland Village Hall from 2pm to 6pm. Watch this column for any future changes. If you have any questions, or would like more information please contact Sean on 0117 969909 or Andy on 0117 9856469.

• **BANBURY AREA. INTERESTED** in joining a proposed scale modelling club based in Banbury, catering for all types of modelling? Contact Reg on 01295 264875 or Stewart on 01295 269963.

• **BRADFORD IPMS MEETS** at 'The Crown', Horton Bank Top, Bradford on the 4th Tuesday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127 or John on 01274 502295.

• **BRAMPTON SCALE MODEL** Club (incorporating IPMS Bampton) is open to all modellers in the Huntingdon area and surrounding districts. Anyone wishing to join should contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ Tel: 01487 830689.

• **CHELMSFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelmsford from 7.30pm. For more information contact Stuart Shakespeare on 01245 609098.

• **THE CLACTON BRANCH** of the IPMS meets on the first Monday of every month from 7.30 at the Friends Meeting House, Granville Road, Clacton-on-Sea. For more information contact Peter Terry on 01255 428653.

• **DERBY AND DISTRICT** Model Club meets on the first Thursday of the month at 7.30pm at The Bell Inn, Wirkworth Road, Cromford, near Matlock. We welcome modellers of all ages, subjects, skill levels and scales. For further information please contact Graham Price, 52 Bank Road, Matlock, Derbyshire. DE4 3GL.

• **EAST MIDLANDS MODEL** Club meet on the 1st Monday of every month at the Constitution Club, Burbage, Leicestershire. We produce a monthly newsletter, outings and events. For further details contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

• **IPMS EAST NEUK** Modelling Club (in North East Fife) now meets on the first Thursday of each month. Contact Brian Murray, Tel. 01334 655131 for details.

• **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to; FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

• **GLASGOW IPMS MEETS** on the second and fourth Wednesday of each month from 7.30pm to 9.30pm at Woodlands Methodist Church, 229 Woodlands Road, Glasgow. Non-IPMS members welcome. For more information contact Bruce Smith on 0141 563 2098.

• **GLOUCESTER IPMS MEETS** on the third Tuesday of each month at the Gloucester Leisure Centre from 8pm to 10pm. If you are interested, please contact; Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

• **GRANTHAM MODEL CLUB** meets on the second Tuesday of the month at the Shirley Croft Hotel, Harrowby Road, Grantham at 7.30pm. We cater for all scale model builders whatever their interests. For more information contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

• **GUERNSEY PLASTIC MODELLERS** Group. We are a relatively new group catering for all aspects of plastic modelling. We meet at the Air Scouts hut behind the Forest Methodist Church, at 7.30pm. All are welcome whatever the standard. For further information contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel; 01481 728186.

• **THE HARROW MODELLING** Society meets on the first and third Monday of the month, at the Wealdstone Baptist Church Hall, Wealdstone, Harrow, Middlesex. All modellers are welcome. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for more details.

• **THE HORNCHURCH BRANCH** of the IPMS meets on the third Monday of each month from 7.30pm, at the Methodist Church Hall (near the Bingo Hall), Hornchurch, High Street. New modellers are welcome, for more information contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

• **ISCA SCALE PLASTIC** Model Club is the new name for Modelexe - East Devon Model Club. We meet the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **KEIGHLEY PLASTIC MODEL** Society meets the second Tuesday of each month at The Friendly Inn, Ainsworth Street at 8pm. Contact John on (01535) 665722 or Eddie on (01535) 671192 for more information.

• **IPMS KENT MEETS** on the second Friday of each month from 7.30pm at St Luke's Hall, Eardley Rd, Sevenoaks (continue south up the hill past Sevenoaks station and then turn right). All modellers welcome, whatever age, standard or interests. For more details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

• **LINCOLN MODEL CLUB** (IPMS Lincoln) meets on the second Monday of each month at 7.30pm at 51, Richmond Road, Lincoln. We extend a warm and friendly welcome to all modellers, of whatever age, interest or expertise, for regular workshop sessions, competitions - but mainly coffee and a chat! For more information, contact Ian Crawford on 01522 533380.

• **LORDSWOOD (JUNIOR) MODEL** Club is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS meet in the Royal Engineers Club, 78 Great King Street, Edinburgh on the 3rd Thursday and 2nd Sunday of every month. For more information contact Ian Hanratty on 0131 665 4087.

• **MEDWAY MODELLING CLUB** meets on the first Tuesday of each month at The Strand, Lower Road, Gillingham, Kent. All subjects and scales catered for. For more information contact the secretary on 01634 373282.

• **MILDENHALL PLASTIC MODEL** Club, friendly and informal meetings, 1st and 3rd Wednesday of each month at the Bob Hope Centre, Mildenhall Air Base, Suffolk. For information contact Peter on 01638 742354.

• **MILTON KEYNES MODEL** Club is moving. Our new venue will be the Cranfield Social Club, Cranfield, Bedfordshire on the 4th Wednesday of every month from 7.30pm till late. New members welcome. For more details contact Phil Smith on 01908 505988.

• **NORFOLK SCALE AIRCRAFT** Model Group, meets the 3rd Wednesday of each month at the Civil Service Social Club, Wentworth Green, Newmarket Road, Norwich. All plastic modellers welcome, whatever your skill level. Meetings start 8pm, so come and talk plastic! For more information call John Turner on 01603 890595.

• **NORTH SOMERSET MODELLERS** Society is a new club looking to attract more members. It is dedicated to bringing together model makers of all levels of skill and experience, all ages and all interests, to exchange ideas and learn new techniques. The Society meets at the Foresters Arms public house, Alexander Parade, Weston-Super-Mare (opposite Tesco's & Odeon Cinema), from 8.30pm on the 2nd Tuesday of each month. For more information contact Fred Tooke on (01934) 416798, or just come along to one of our meetings.

• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **NORTH STAFFS MODEL** Club meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH WALES MODELLING** Club. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings). Venue yet to be established but probably Colwyn Bay or Llandudno.

• **NORWICH SCALE MODEL** Group meets at 8pm on the third Wednesday of each month at the C&S Sports and Social Club, off the Newmarket Road (on the way out from the outer ring road). All interests and tastes catered for. For more information please contact John Turner on 01603 890595.

• **NOTTINGHAM AND DISTRICT** IPMS meets on the 2nd Tuesday of the month at the International Community Centre, 61b Mansfield Road, Nottingham. The meetings start at 7.30pm and all are welcome. For more information contact Martin Regnard, 11/25 Victoria Centre Flats, Nottingham. NG1 3PJ Tel: 0115 9558584.

• **GREATER PETERBOROUGH MODEL** Club. We are a new club catering for modellers in Peterborough and the surrounding area. Meetings are held at the rear of the Royal Oak, Lincoln Road, Peterborough on the first and third Thursday of the month. All are welcome. For more information ring Jim Sylvester on 01733 571728.

• **PLYMOUTH SCALE MODEL** Association meets every Monday at the Tothill Community Centre from 7pm to 9pm. For more information contact Andy Hoodless on 01752 695363 after 3pm.

• **POOLE VIKING CLUB** (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.

• **ROBERTSBRIDGE AVIATION SOCIETY** Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856 PLEASE NOTE NEW ADDRESS.

• **SALISBURY IPMS MEETS** on the first and third Tuesday of each month, at 7.15pm in the Scout Hall, Coldharbour Lane, Salisbury. For more information please contact the secretary, Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

• **SHROPSHIRE SCALE MODELLERS** (IPMS Telford) meets every fortnight on Wednesday from 7.30pm at High Ercall County Primary School, Church Road, High Ercall, Shropshire. For more information contact; Gary Stevens, 8 Whitemere Road, Shrewsbury. SY1 3BT.

• **IPMS SOUTH EAST** London meet at West Greenwich House, Greenwich High Road, Greenwich, SE10. Greenwich Station is one minutes walk away and bus 177 passes the door. Meetings are held on the second Thursday of the month at 7.30pm. New members and visitors are always welcome. For more details please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY.

• **STAFFORD IPMS MODEL** Club. From aircraft to armour, novice to know-it-all, little to lifesize, historic to hysterical we cater for them all! Meetings are held on the 2nd Thursday of the month from 8pm at 'The White Eagle Club' (The Polish Club), Riverway, Stafford. For more information contact; John Tapsell, 29 Sidmouth Avenue, Weeping Cross, Stafford. ST17 0HG.

• **SOUTHEND-ON-SEA MODEL** Club (South East Essex IPMS) meets from 7pm on the third Wednesday of each month at the Civic Centre, Southend-on-Sea. We hold a monthly competition and all ages are welcome. For more information contact Dean on 01702 603031.

• **SOUTH LONDON SCALE** Model Club meets the 1st Thursday of each month at the Wilditch Centre, Culvert Road, off Battersea Park Road, London SW11 between 7.20pm and 9.30pm. For further details please ring Eric on 0181 685 9110. All modellers and all ages welcome.

• **STIRLING & DISTRICT** Modellers Society meets fortnightly (Fridays), 7.30 - 10pm at the Dalmore centre, Alva. Most subjects catered for, including regular demonstrations on all aspects of modelling. New members welcome. SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

• **SUSSEX MODEL GROUP** meets on the 2nd Monday of each month at the Southwick Community Centre. For more information please contact 01403 792638.

• **SUTTON COLDFIELD MODEL** Makers' Society meets on the 2nd and 4th Wednesday of the month at the Fellowship Hall, South Parade East, Sutton Coldfield. For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

• **TAYSIDE MODELLING SOCIETY** meets Friday evenings, monthly. Oakbank Community Centre, Perth 7.30 to 10pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **THURROCK SCALE MODEL** Club. We meet at the Adult Education Centre, Bridge Road, Grays, Essex on the third Friday of each month at 8pm. All are welcome, whatever your age and modelling experience, junior members urgently wanted. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

• **IPMS TORONTO (CANADA)** meets on the first Monday of each month at the North Toronto Community Centre, 200 Eglinton Avenue West, from 7pm to 9.30pm. Membersip is \$25.00 per year. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada. PLEASE NOTE NEW ADDRESS.

• **WALLINGFORD (IPMS) MEET** on the second Sunday of each month at the Wallingford Adult Education Centre, St. Georges Road, Wallingford, 10am to 5pm. We are a friendly bunch who cater for all levels and subject matter. If you would like to know more contact Phil May on 01235 834565, or Geoff Wakenham on 01491 833471.

• **WATFORD SCALE MODEL** Club cater for all scale model builders, whatever their interests. We meet on the second Tuesday of each month at the Orbital Community Centre, Haines Way, Leavesden, Nr Watford from 8.00pm to 10.30pm. For more information call Nigel Foster on 01582 667210.

• **WEST MIDDLESEX IPMS** meet on the last Tuesday of each month from 7.30pm at Matthew Arnold School, Kingston Road, Staines. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for more details.

• **YORK & DISTRICT** Plastic Modellers Society meets the third Friday of each month at Osbaldwick Social Club. The club aims to be friendly & supportive to all skill levels. Contact Chris on 01430 873408 or Joel on 01904 766895 for more information.

MESSAGES

• **SHAFTESBURY & GILLINGHAM** district, Dorset. Are you interested in a proposed modelling club in this area, catering for all types of enthusiasts. Possible eventual membership of the IPMS. Interested? then contact Sydney Parker on 01747 854962.

• **HELICOPTER MODELLERS** - Are you interested in rotary modelling, interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact; Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

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Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

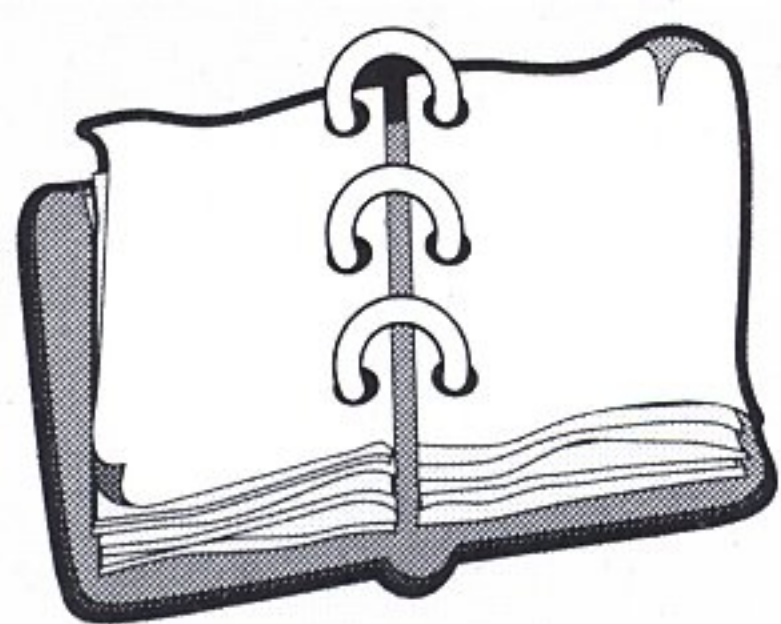
• **GREATER PETERBOROUGH MODEL** Club will be holding their first show at the William de Yaxley CoE School, Peterborough on Saturday 25th April from 10am to 5pm. For more information contact Jim Sylvester on 01733 571728.

• **AMT 98 INTERNATIONAL** Modelling Championship will be held at Torrent Auditorium, nr Valencia, Spain, on the 24th, 25th and 26th April 1998. For more information contact Eduardo Soler Flors, C/Norta 30-14, 46008 Valencia, Spain. Fax: 9. 63 49 49 51.

• **CARACUS MASTER HOBBY** Show 1998 will be held on Saturday 25th and Sunday 26th April at the Best Western Hotel, Caracas. For more information contact Alberto Rada Email rada@true.net.

• **IPMS SCOTTISH NATIONAL** Modelling Championship will be held at the Albert Halls, Dumbarton Road, Stirling on Saturday 25th and Sunday 26th April 1998 from 10am to 5pm. Admission £2.00 for adults, £1.00 for children and OAP's and £5.00 for families (2+2). For more information contact William Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722427 or Mike Mitchell, 16 The Knowe, Sauchie, Clacks, FK10 3EP. Tel: 01259 212622.

Events Diary at a Glance



April 24/25/26th. • AMT 98 International Modelling Championship, Spain

April 24/25. • IPMS/USA C.A.R.S in Miniatures/Lakes Region Scale Modelers Region 5 Convention, Illinois, USA

April 25th. • Greater Peterborough Model Club Show

April 25th. • Sword & Lance '98. Darlington

April 25/26. • Scottish National Modeling Championship, Stirling

April 25th/26th. • Caracas Master Hobby Show

April 26. • East Midlands Model Show '98, Hinckley

May 3rd. • IPMS/USA 3 Rivers Chapter, Pittsburgh, USA

May 9th. • Poole Viking - Dorset IPMS Annual Show

May 9th/10th. • It's a Small World '98, Rochester

May 16th. • Model 98, Torquay, Devon

May 17th. • Midland Expo '98, Quinton, Birmingham

May 23rd. • IPMS Glasgow Annual Show, Glasgow.

May 30/31st. • The Northern Model Show, South Shields.

June 5th/6th. • IPMS/USA, Roscoe Turner Chapter, Region IV Model Convention, Indianapolis, USA

June 6th. • IPMS Salisbury, Wilts

June 6th. • Scottish Plastic Modellers Open Day, Fife

June 20th. • Amay Modeles Club 11th Model Show, Belgium

June 27th. • Plymouth Scale Model Association Annual Show.

July 5th. • Mid-Sussex IPMS Annual Show, Newhaven Fort

July 6th. • Scottish Plastic Modellers Open Day, Fife

July 9th-16th. • World Expo 98, Toronto, Canada

18th/19th July. • IPMS Venezuela 1st Annual Convention & Contest 1998

August 9th. • IPMS Avon Annual Show, Bath

September 5th. • Brampton Model Club Show, Cambs

September 6th. • Aero Space & Vehicle Club, Wombourne

September 13th. • Leicestershire IPMS Model Show, Broughton Astley.

September 13th. • Sunderland Scale Model Club Anual Show

September 20. • Sutton Coldfield Model Spectacular 3

September 27. • Midland Air Museum Annual Model Show

October 3rd. • Luton Aircraft Enthusiasts' Fair

October 4th. • Newark Expo '98

October 23rd to November 1st. • AAM/IPMS Portugal 'Portuscala 98', Porto, Portugal

• **IPMS/USA CARS IN** Miniature & Lakes Region Scale Modelers will host a Region 5 Convention on April 24/25th 1998 at the Radisson Hotel Arlington Heights, 75 West Algonquin Road, Arlington Heights, Illinois 6005, USA. Contact Joe Schock (815) 568 7836 or Randy Stapleton (815) 675 1303.

• **THE SCOTTISH PLASTIC** Modellers Open Day will be held on the 6th June 1998 (NOTE CORRECTED DATE) from 10am to 5pm in the YM/YWCA in Cupar, Fife. For more information contact 01334 655131 or 01334 652439.

• **DARLINGTON MILITARY MODELLING** Society will be presenting 'Sword & Lance '98' on Saturday 25th April 1998 between 10.30am and 4.30pm at The Arts Centre, Vane Terrace, Darlington. For more information contact Colin Holmes, 127 Dinsdale Crescent, Darlington, Co. Durham. DL1 1EZ. Tel: 01325 489801.

• **EAST MIDLANDS MODEL** Show 98 will be held on Sunday 26th April 1998 at The Leisure Centre, Hinckley, Leicestershire from 10am to 4.30pm. Admission £2.00 for adults and £1.50 for children and OAP's. For more information contact Gordon Upton on 01455 230952 (shop hours only).

• **IPMS/USA 3 RIVERS** Chapter will hold the 9th Annual Model Show and Convention at the Holiday Inn Airport, 1406 Beers School Road, Coraopolis, PA 15108, USA on Sunday May 3rd from 9am to 5pm. Contact Tim Swisher, 360 Haugh Drive, Pittsburgh, PA 15237. Tel (412) 364 1234.

• **HEATHROW AIRCRAFT ENTHUSIASTS'** Fair will be held at Feltham Community School, Bromwells Lane, Feltham, Middlesex on Saturday 9th May 198 from 11am to 6pm. For more information contact Keith Manning on 01372 725063 (evenings).

• **POOLE VIKING/DORSET IPMS** Show will be held on Saturday 9th May at Poole Grammar School, Gravel Hill. For more details contact John Bothamley, Tel: 01202 527723.

• **IT'S A SMALL WORLD '98.** The Lordwood Model Club will be holding their annual European Modelling Extravaganza on the 9th and 10th May 1998 at the Rochester Corn Exchange, High Street, Rochester, Kent. For more information contact Dominique Jadoul, 12 Charter Street, Chatham, Kent. Tel/Fax: 01634 841504. e-mail Djadoul@aol.com

• **MODEL 98 WILL** be held at Torquay Town Hall, Torquay, South Devon on Saturday 16th May 1998 from 10am to 5pm. Admission £1.00 adults and 50p under 16's and OAPs. For more information contact Mr H. Stopczynski 26, Furzegood, Marldon, Paignton, South Devon. TQ3 3PH Tel: 01803 524702.

• **MIDLAND EXPO '98** will be held at Leasowes Leisure Centre, Kent Road, Quinton, Nr. Birmingham on Sunday 17th May 1998 from 10am to 5pm. For more information contact D.Child, 89 Charnwood Road, Great Barr, Birmingham. B42 1JS

• **GLASGOW IPMS ARE** holding a swap meet on Saturday 23rd May 1998 from 10.30am till 4.30pm at Woodlands Methodist Church, 229 Woodlands Road, Glasgow. For further details contact Alan McConachie on 01698 820010.

• **THE NORTHERN MODEL** Show will be held at the Templepark Centre, South Shields on Saturday 30th and Sunday 31st May 1998 from 10am to 4.30pm. Admission adults £2.00, children and OAPs 50p. Free entry to IPMS members. For more information contact Rob Sullivan, 6 Riverdale Close, Blackhall Mill, Tyne & Wear. NE17 7LW.

• **IPMS SALISBURY WILL** be holding their first model show on Saturday 6th June 1998 at Wyvern College, Church Road, Laverstock, Salisbury, Wilts. Numerous clubs and traders have been invited to the event. For more details contact Peter James, "Lithlorien", 18 HOLYNTON Avenue, Firsdawn, Salisbury, Wilts. SP5 1SH. Tel: 01980 862403.

• **IPMS/USA ROSCOE TURNER** Chapter will host an IPMS Region IV Model Convention and Swap Meet on Friday 5th and Saturday 6th June 1998 at Ramada Inn East, 1465 & Pendleton Pike, Indianapolis, Indiana, USA. Contact 1998 Region IV Convention, IPMS Roscoe Turner, PO Box 26012, Indianapolis, IN 46226, USA. Tel Rick Wilkes (317) 881 8997 or Kevin J.Burns (317) 595 9439.

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• **FIRST THREE VOLUMES** of Scale Models, Oct. 1969 to Dec. 1972. Crown Quarto Size, in three binders, as new, £6.00 each. Contact P. Townsend on 01843 583798 (Ramsgate).

• **OFFERS. INTEREST WWII** collectors, 'Aeromodeller' magazine Feb to Dec. 1944, Jan. to Dec. 1945, Jan to Nov. 1946 and Jan & Feb. 1947. Condition varies. Collect only. Contact K. Wrench on 01663 763760 (Cheshire).

• **IMPACT MAGNIFICENT MEN** kits; Avro Biplane, Bleriot, Bristol Boxkite, Deperdussin, 2 off Martyn-Handasyde. All boxed. Avro few components assembled. Best offer(s) part or lot. Contact D.Parker on 01983 865513 (Isle of Wight).

• **100 PLUS KITS**, injection and vac-forms, all 1/72nd scale, all dating from 1970s. Includes some Frog and Rareplanes rarities. Reasonably priced. SAE for list to R.R.Potts, 8 Sherard Road, London. SE9 6EP.

• **LARGE QUANTITY OF** magazines, Scale Aircraft Modelling, Air Forces Monthly, Flypast and other odds and ends, all in very good condition. Mostly from late '80s and early '90s. £30.00 buyer collects, or pays carriage. Contact A.Arch on 01705 374064 (Hants).

• **500+ UNMADE KITS**, mainly aircraft, some armour and others, many deleted items, also some books and magazines. For lists please send a large (A5+) SAE to A.Cooper, 24 Breach Close, Steyning, West Sussex. BN44 3RZ or Email adam@triple-a.demon.co.uk

• **HASEGAWA 1/8TH SCALE** RAF SE5a, part built, additional detail added. Will need to view, £250.00 new, reasonable offers only. Contact A.Croft on 01623 757346 after 7pm (Nottingham).

• **AMAY MODÉLES CLUB** 11th Model Show will be held at the Ecole Communale, rue de Waremmé 5 at B-4530 Villers-le-Bouillet on the 20th June 1998. Doors open at 9am to 6pm, admission free. For more information contact Daniel Collette, 78 rue du Tambour, B-4540 Amay, Belgium. Tel: 085 315849.

• **THE PLYMOUTH SCALE** Model Association will be staging their annual exhibition on the 27th June 1998 in the main hall of the University of Plymouth, Tavistock Road (opposite library). For more information contact Andy Hodless on 01752 695363 after 3pm.

• **AAM/IPMS POTUGAL ARE** to hold their 'Portucala 98' annual model exhibition at Mercado Ferreira Borges, Porto from the 23rd October to the 1st November 1998 (competition days 31st Oct/1st Nov.) For further information contact Dr Jo.o Regueiras - R.Prof. Sousa J'nior, 74 Hab 53-4200 Porto, Portugal or Email: pregueiras@mail.telepac.pt.

• **WORLD EXPO 98** will be hosted by the Canadian Modelling Exposition Association at the Inn on the Park, Toronto, Canada from the 9th to the 16th July 1998. For more information contact World Expo 98, PO Box 312, Brampton, Ontario, Canada L6V 2L3, Canada. Fax (905) 838 2434. e-mail dwc@direct.com

• **IPMS/VENEZUELA WILL BE** staging their inaugural Annual Convention and Contest on the 18th & 19th July 1998, Caracas, Venezuela. Everyone is welcome to the event, for more details contact: The Executive Board. IPMS/Venezuela, PO Box #89879, El Hatillo 1083-A, Caracas, Venezuela. TV/fax: +582 963 2803 Email marcelo@canty.net

• **IPMS AVON WILL** be holding their annual model show at The Pavilion, Bath on Sunday the 9th August 1998. The event will be open from 10am to 4.30pm. PLEASE NOTE CHANGE FROM SATURDAY TO SUNDAY. For more information contact Stephen Lucas, 33 Lyndale Road, Yate, South Gloucestershire. BS37 4DB.

• **WALLINGFORD IPMS WILL** be holding their fourth annual model show and competition on Sunday 20th September 1998 at The Regal Centre, Wallington, Oxford from 10am to 4.30pm. Admission £2.00 for adults and £1.00 for children and OAPs. For more information contact George Clark on 01491 201902.

• **THE LUTON AIRCRAFT** Enthusiasts' Fair will be held at the Vauxhall Recreation Club, Gipsy Lane, Luton, Beds on Saturday 3rd october 1998 from 11am to 4pm. For more information contact Keith Manning on 01372 725063 (evenings).

• **AERO SPACE & VEHICLE** Club annual Model Show and competition will be held at the Community Centre, Church Road, Wombourne, Nr. Wolverhampton from 10.30am to 4.30pm on September 6th 1998. For more information contact J Van-Leerzem, 163 Bells Lane, Stourbridge, West Midlands. DY8 5DS.

• **IPMS LEICESTERSHIRE PRESENTS** the 1998 Model Show on Sunday 13th September 1998 from 12-5pm at the Broughton Astley Village Hall. Admission £1.50 for adults and juniors free if accompanied by an adult (16 and under). For more information contact Martin Connolly on 01455 284 600 or write 40 Richardson Close, Broughton Astley, Leicestershire. LE9 6NU.

• **SUNDERLAND SCALE MODEL** Club will be holding it's annual model show at a new venue. The event will take place on Sunday 13th September 1998 from 10am to 4pm at the Nissan Social Club and Sports Hall, Washington, Nr Sunderland. For further information please contact Dennis Walton on 0919 548 0744.

• **SUTTON COLDFIELD MODEL** Makers' Society, Model Spectacular 3 will be held at Sutton Coldfield Town Hall on Sunday, September 20th 1998. For more information contact Robert Day, Hon. Secretary, 'Ashgrove' Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

• **THE MIDLAND AIR** Museums Annual Model Show will be held on Sunday, 27th September 1998 from 10am to 5pm. For further information contact Dianne James, Midland Air Museum, Coventry Airport, Baginton, Warwickshire. CV8 3AZ Tel: 01203 301033 Fax: 01203 301033.

• **AIRFIX MAGAZINES, COMPLETE** run from No.1 up to and including August 1981. (Nov. 1979 missing and two copies each of Aug. 1965 and Dec. 1970). Available as a single lot only, will not split. Buyer collects or arranges transport. Best offer in writing secures. Contact R.Hayward, 16 Gilmore Close, Slough, Berks. SL3 7BD.

• **LARGE COLLECTION OF** aviation and model magazines for sale, from 1968 to 1998, over 850 in total. Prefer to sell in one go. Contact Tony West on 0181 8027646.

• **JANES WWII AIRCRAFT**, The Complete Book of Fighters (Encyl.) and Warplanes of the Luftwaffe. All in mint condition, £50.00. Contact M. Pattison on 01325 356017 (Darlington).

• **REVELL 1/32ND SCALE** Beaufighter and ADS decal sheet 'Bristol Beaufighter Pt. 2'. First reasonable offer secures. Contact F.Meecham, 57 Calvary Road, Barlanark, Glasgow. G33 4RQ. Tel: 0141 771 4476.

WANTED

• **WINDSOCK DATAFILES IN** good condition, No.14 (BE2E), 18 (FE2B), 28 (Avro 504K), 29 (SSW D.II/D.IV). Also 'Acces and Aeroplanes' No. 1 (Voss) and No. 3 (McCudden). Contact Brian Boniface on 01202 394753 (Hants).

• **MIXED-MEDIA 1/32ND SCALE** S2B Buccaneer plus weapons set by 'Aerodynamics'. Does anyone know what happened to this model after the fiasco with Flying High? Contact John Kuehnert, 1863 Rolling Hills St., Norman, Oklahoma 73072-6707, USA.

• **JAPANESE KIT OF** the Bell 47G, scale was approx 1/20th. Came with a brass tail boom, vac-canopy etc. Would consider built example. Contact C. Swiecicki, 2 Lindsey Road, Luton, Beds. LU2 9SR.

• **PEGASUS 1/72ND SCALE** Avro Tutor and Supermarine Spitful, also Airfix 1/72nd Hawker Demon and RugRatResin's Courier, Envoy and Airspeed Ferry. Required for a fellow modeller in the Ukraine, offers in writing to the Editor at the editorial address please.

• **1/48TH SCALE AIRCRAFT** kits either unbuilt or started. Dragon Ju 188, Ju 88G-1/G-10, Me 163, He 162 and Horten/Go-229. Also Monogram Hustler, Dagger/Dart, Thunderchief, Crusader and Pro-Modeler Mitchell. Hobbycraft Arado Ar 234 and Polikarpov I-16 and Hasegawa A-7 Corsair. Contact PMartens, 215 Roman Road, Hereford. HR4 9QT. Tel 01432 270571.

• **THE BRAMPTON MODEL** Club Show will be held at St Ives Corn Exchange, St. Ives, Cambs on Saturday 5th September. For more information contact Sam Bratby on 01487 830689 or Email Phil Carter on umch@globalnet.co.uk.

• **MID-SUSSEX IPMS PRESENT** their Annual Model Show on Sunday 5th July 1998 from 10.30am to 5.30pm at Newhaven Fort, Newhaven, East Sussex. For more information contact IPMS (Mid-Sussex) on 01273 596370 or Newhaven Fort on 01273 517622.

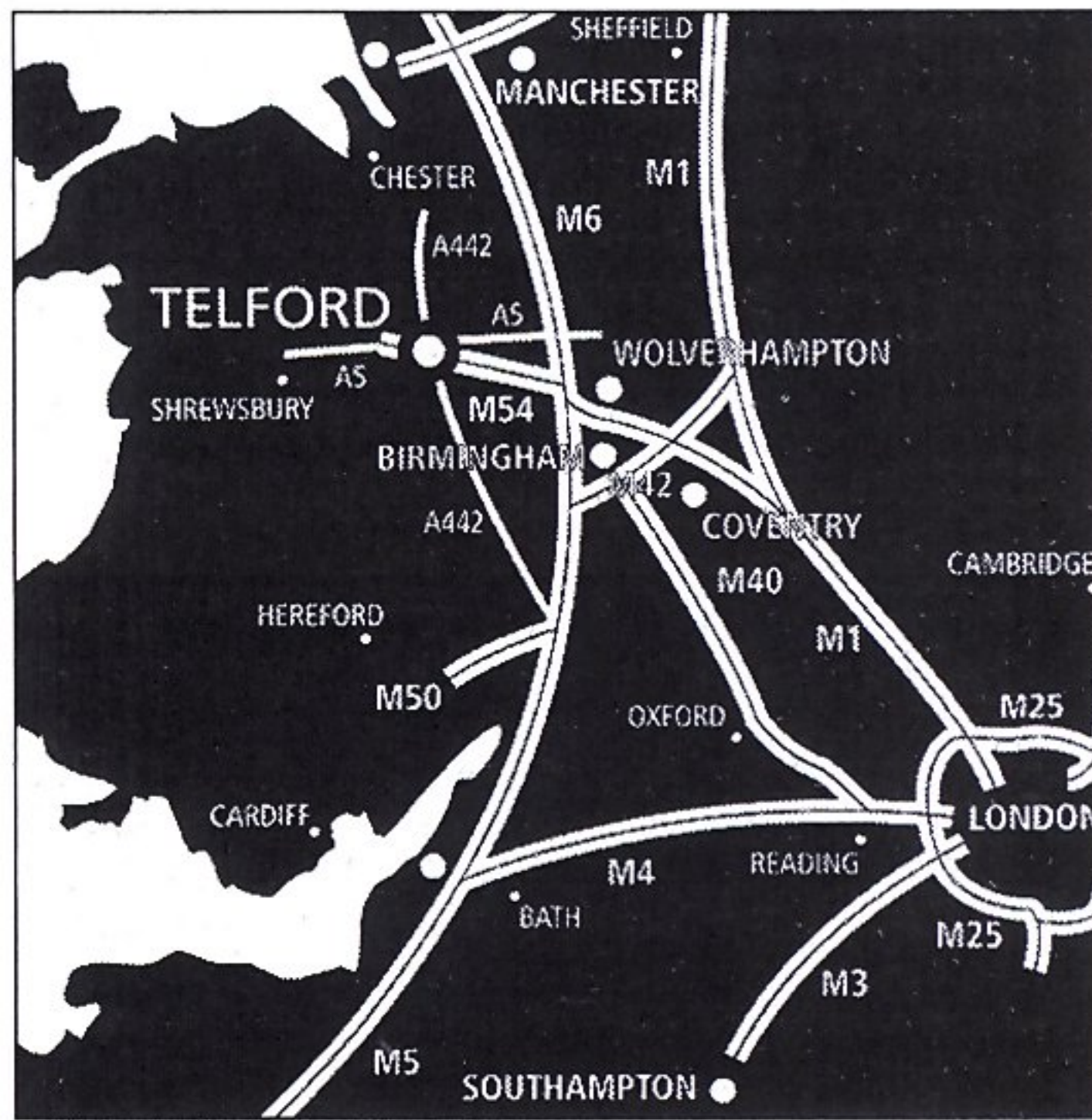
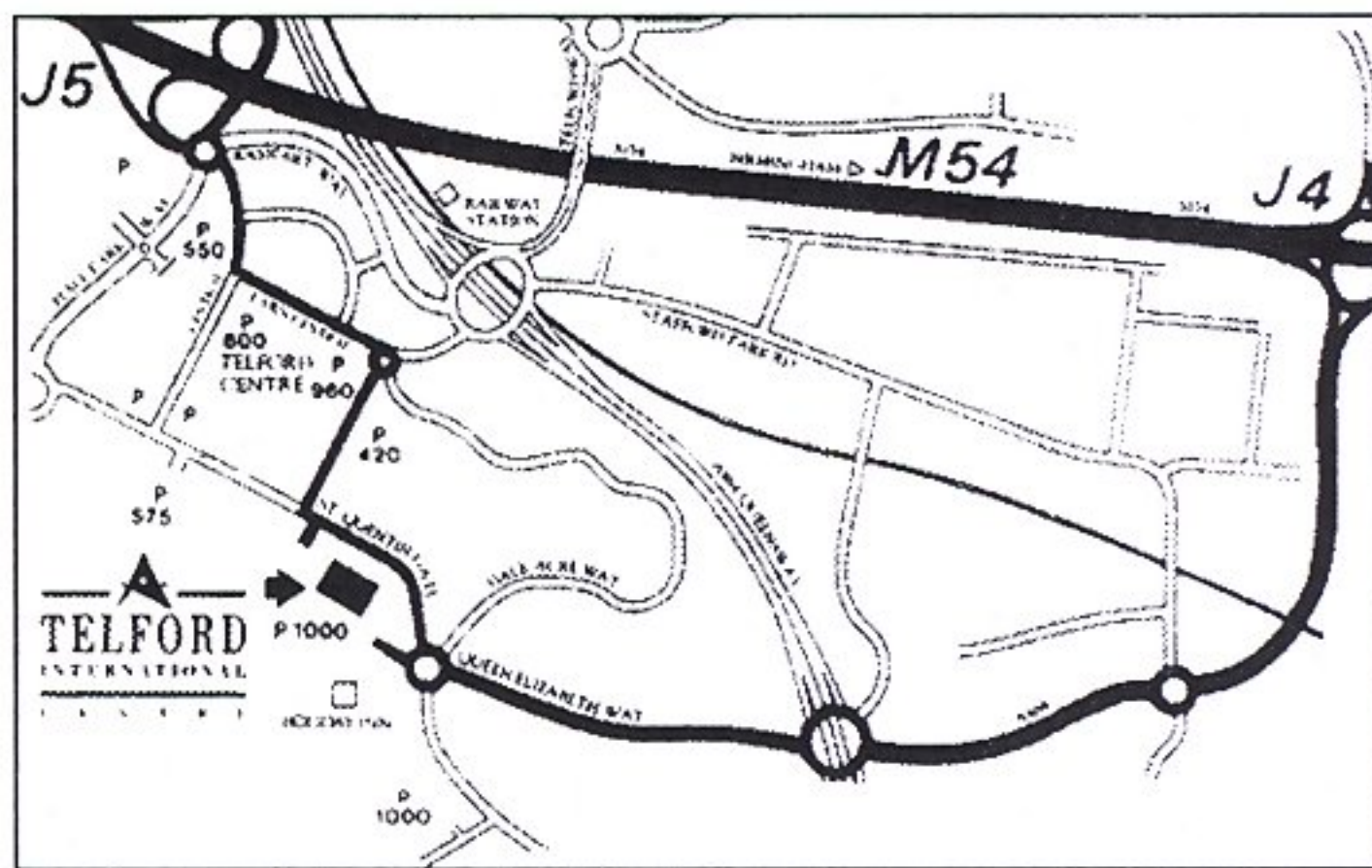
• **NEWARK EXPO '98** will take place at the Grandstand, Southwell Racecourse, Notts on 4th October 1998, from 10am to 5pm. Admission free. For more information contact Ian Crawford on 01522 533380.

SHOW CANCELLATION

• **THERE WILL BE NO CHILTERN SHOW** this year. The Shuttleworth Collection have declined to make space available this year and alternative space at the IWM site at Duxford was only available for an unsuitable date. The Chiltern Club has therefore reluctantly decided to cancel this year's event. Hopefully we will be back in 1999 with a new venue (sponsorship eagerly sought!) and we all look forward to welcoming back all our many friends for that event. Roger Wallsgrove, Chairman, Chiltern Scale Model Club/IPMS Chiltern, 36 Ver Road, Redbourn, Herts. AL3 7PE. Tel: 01582 792126.

IMPORTANT NEWS

• **THE IPMS(UK) NATIONALS** will be held at a new venue, the Telford International Centre, St. Quentin Gate, Telford, Shropshire. TF3 4JH on the 24th/25th October 1998. We will publish a more detailed report on the new venue and facilities in a forthcoming edition. All individuals and groups wishing to arrange accommodation should contact the bed bureau on 01952 202772. Have to hand details of when you are intending to arrive, along with your budget and the bed bureau staff will try to locate suitable accommodation for you.



Readers' Classified

• **GERMAN FIGHTER UNITS** June 1917-1918 by Alex Imrie. Contact Graham Nash on 0171 500 5098 weekdays 9am to 5pm.

• **BOUND COPIES OF** RAF Flying Review and Air Enthusiast. Good prices paid. Also Air Publications (AP's) and parts manuals on all military aircraft types. Specifically Vol 1 & 3's and Pilot's Notes. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address.

• **HASEGAWA 1/48TH SCALE** F-4EJ 'Kai' Super Phantom II also F-4C/D/E in South-East Asia Scheme and any F-4F kits. Contact Mr R.M. Pabreza, 55 Coronation Road, Rawmarsh, Rotherham, S.Yorks. S62 5LW.

• **1/48TH SCALE GROUND** equipment, tractors, bomb trolleys, ground crew figures (USAAF) from Monogram/Revell bomber kits. Contact PCarr, 45 Dovecote, Newport Pagnell. MK16 8BB. Tel 01908 617206.

• **AIRFIX 1/72ND SCALE** Vulcan, wing halves and Blue Steel missile required, condition unimportant. Also Bobcat/Humbrol Harrier T.4. Would eagerly consider made-up examples. cash waiting. Contact Dave Taylor on 01769 574566, evenings only (Devon).

EXCHANGE

• **1/48TH SCALE UNMADE** kits; Lancaster, B-17, F-15E, two Phantom Mk 1s, Su-27 and Buccaneer, in swap for 1/16th King Tiger (Henschel). Contact Arbold Nicholls on 01524 412108 (Lancs).

• **MODELDECAL SHEET NUMBERS** 111, 112 and 113. Also Aviation News, Aviation Plans Service for the Supermarine Swift (or photocopies). Contact John Whitaker (evenings/weekends) on 01705 412838 (Hants).

INFORMATION REQUIRED

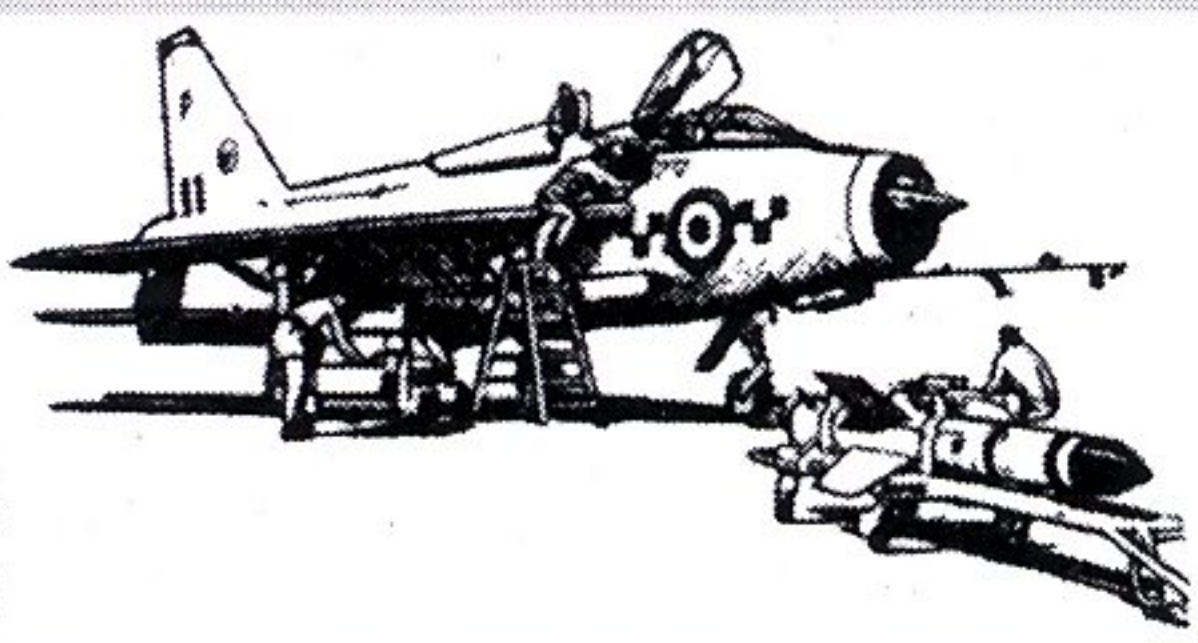
• **COCKPIT DETAILS FOR** Fairey Barracuda and Short Sturgeon required for super detailing project. Please contact Gianni Casari, Via Perlini 6, 24125 Bergamo, Italy.

• **HAS ANYONE PHOTOS** or colour profiles showing insignia, camouflage and codes of A-1 Skyraiders adopted by the Cambodian Air Force?. Contact Marco Zenati, Via Gasparini 11/1, 24125 Bergamo, Italy.

• **PLANS AND DRAWINGS** on the BAC TSR.2 and A-12 Avenger II, also kit sources. Contact John Maene, 46 Llewellyn Ave., Hawthorne, NJ 07506, USA.

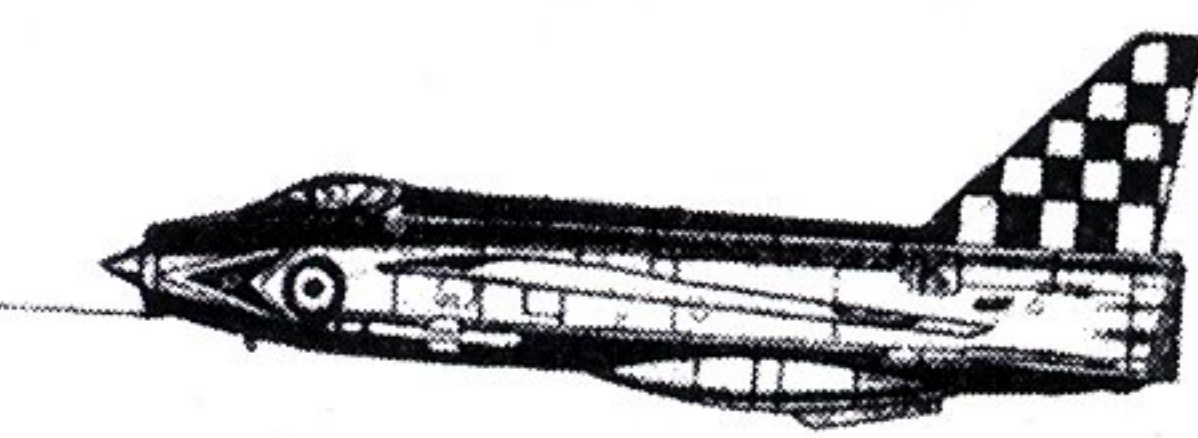
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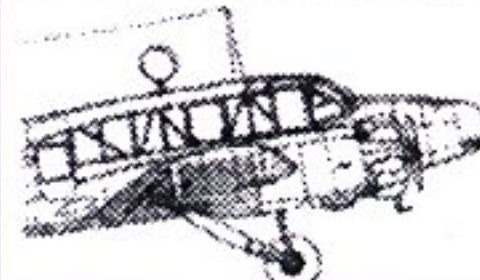
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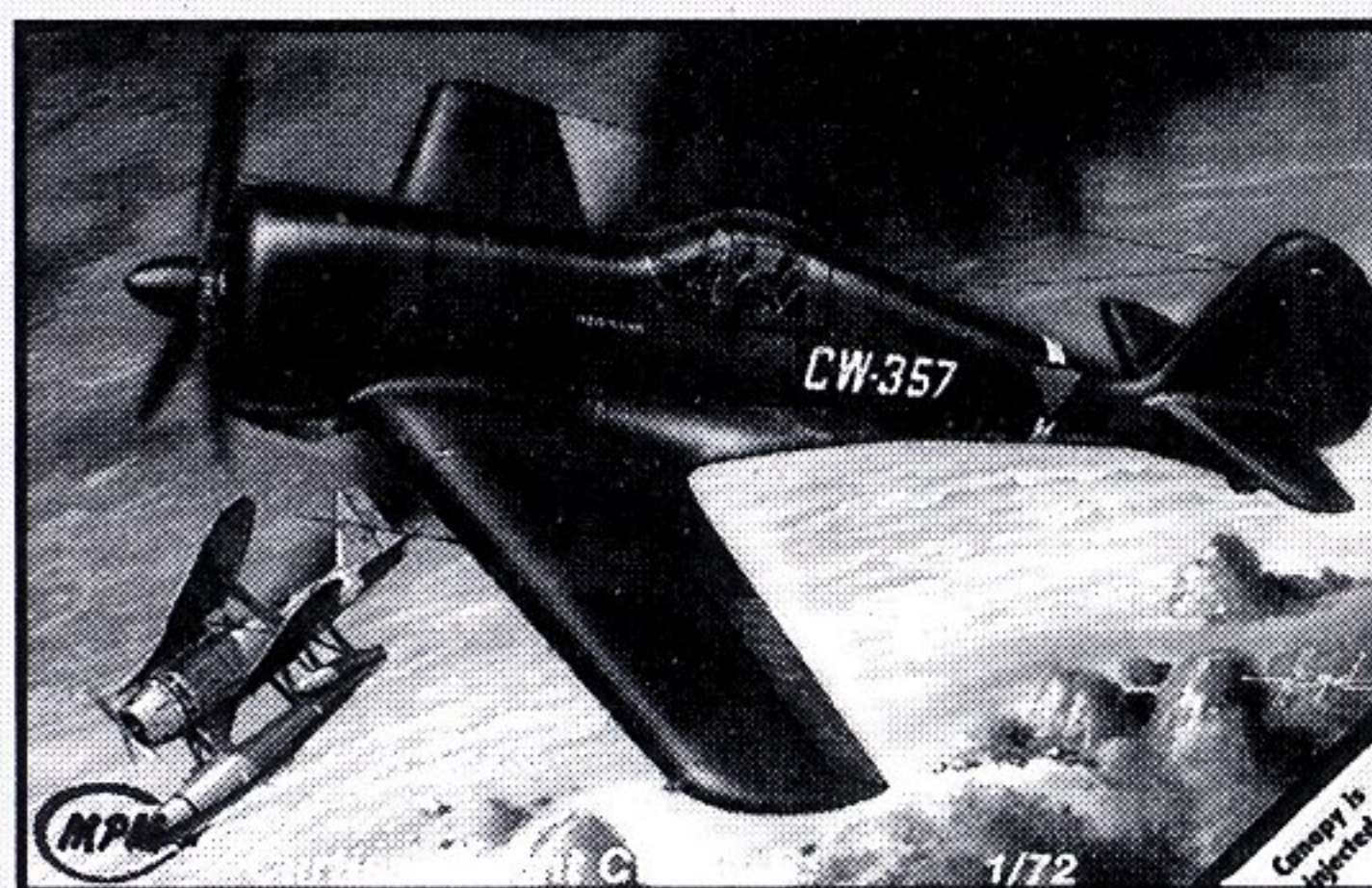
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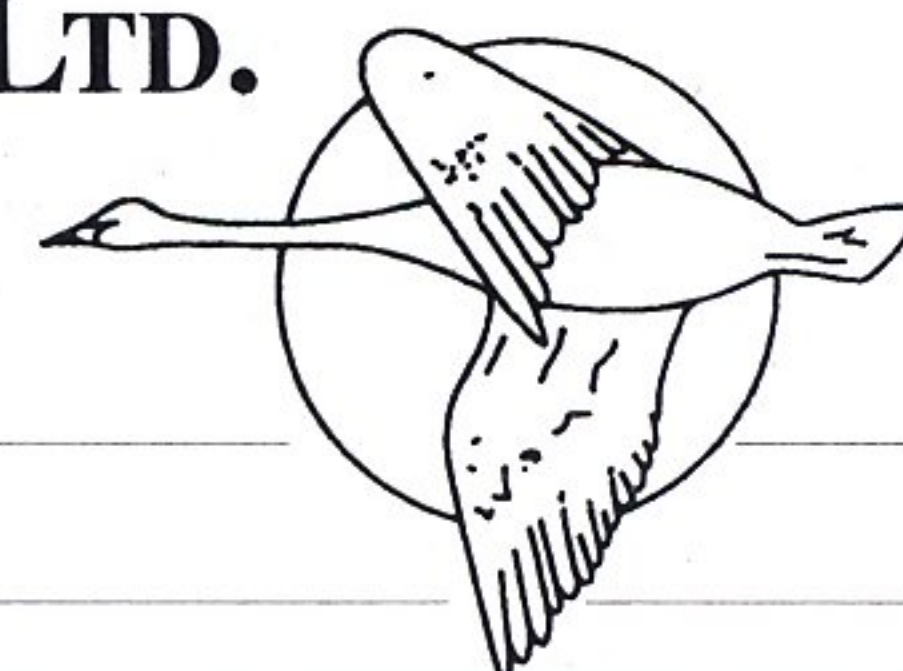
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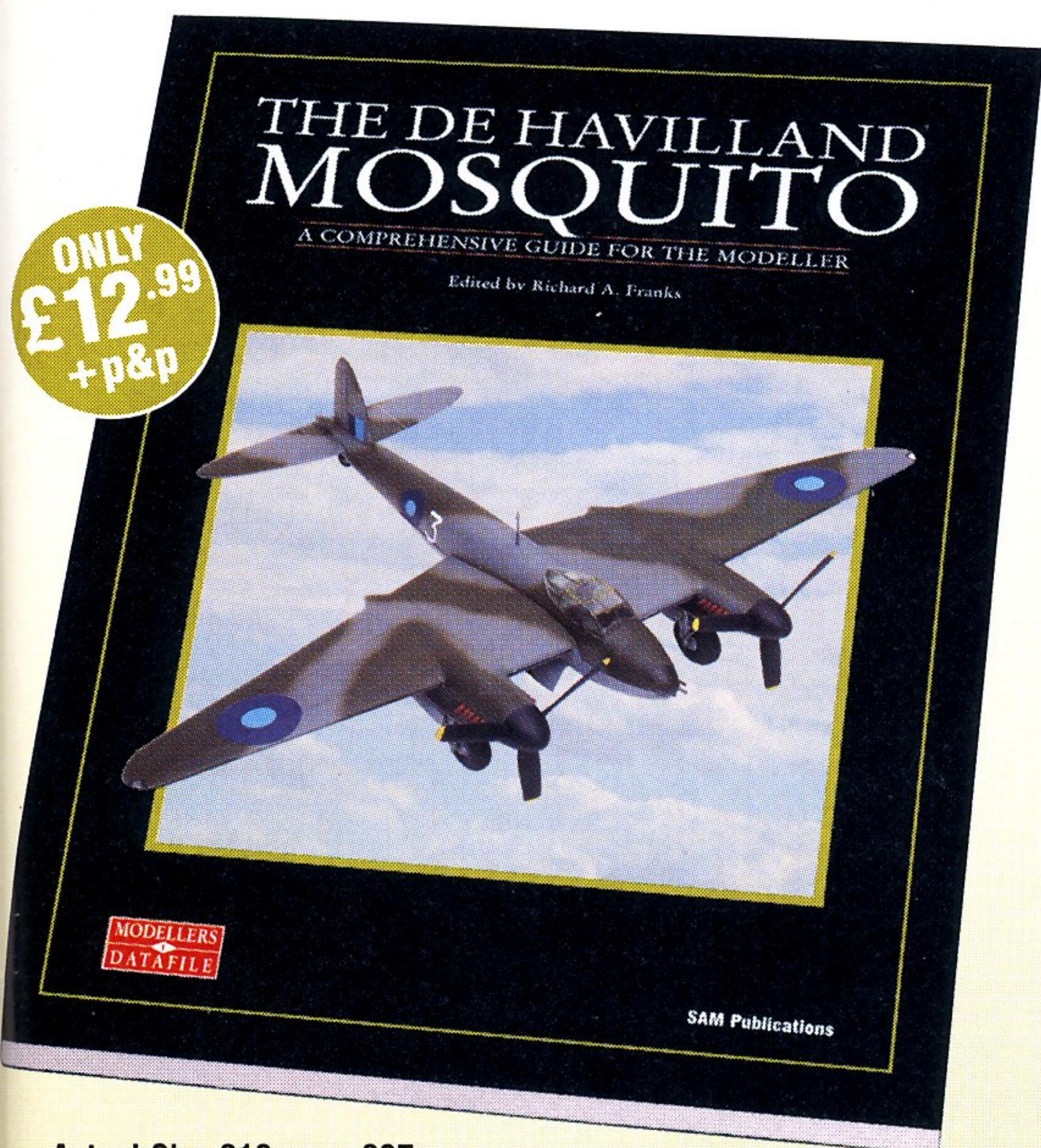
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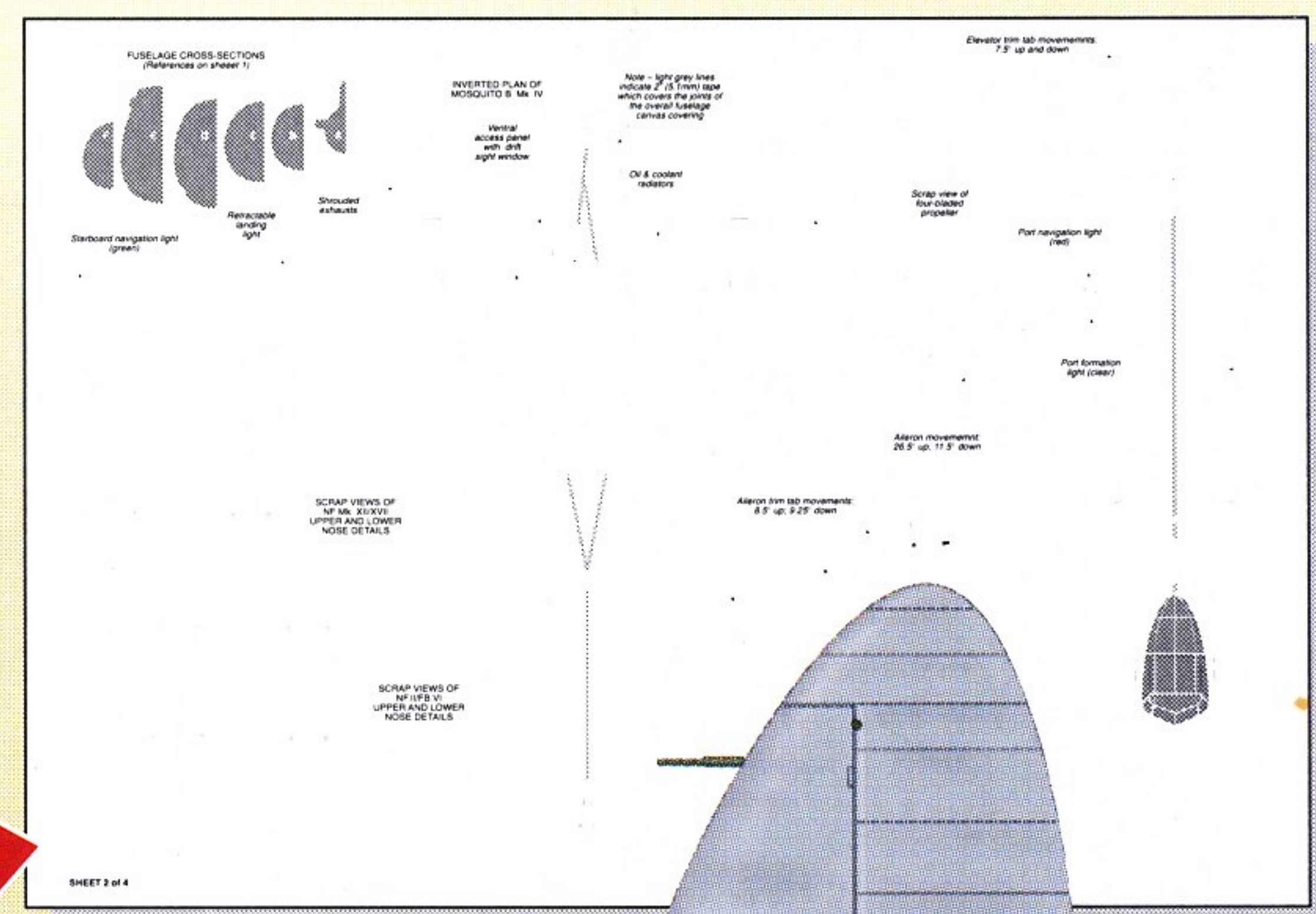
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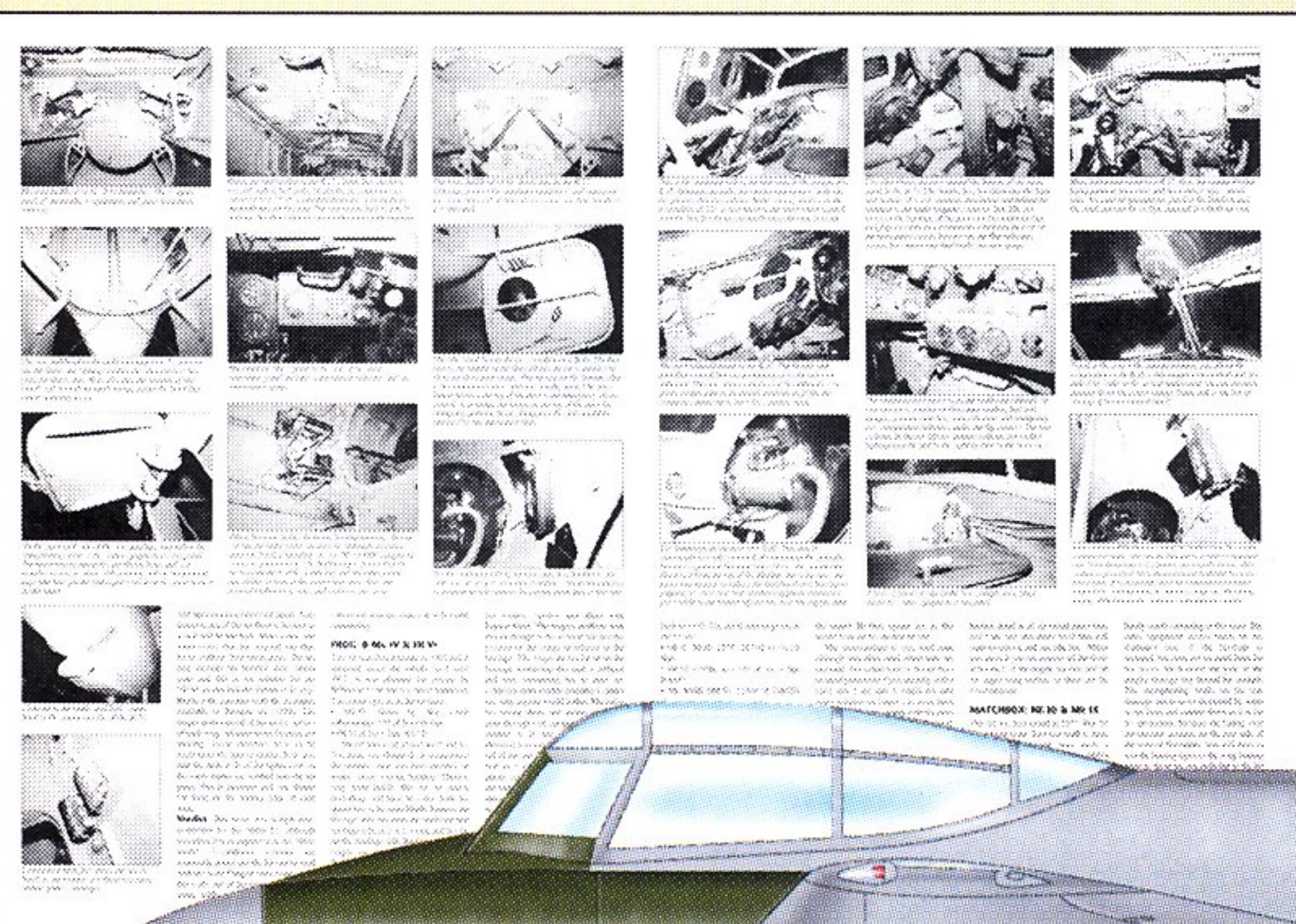
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FW 190 A-8 & BV 246

During World War II, the FW 190 proved to be one of the most versatile Luftwaffe aircraft.

At various times it was used as a fighter bomber, torpedo bomber, fighter and two seater trainer as well as in its original role as an interceptor. Also the FW 190 was used as a test platform for newly completed weapons systems at Luftwaffe proving

stations and in this role various versions were used to test the Blohm & Voss Bv 246 'Hagelkorn'.

The Bv 246 was an automatically piloted glide bomb developed to replace the Feiseler Fi 103 (V1). Testing of the Bv 246 was halted after 29 were destroyed during an allied air raid on Karlshagen and as a result the Bv 246 never saw active service.

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